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The Hongkong Telegraph.

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No. 21, 22

六拜禮 號二十月六英港香

SATURDAY, JUNE 12, 1926.

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BOYCOTT TALKS.

CONVERSATIONS AT
MACAO.

A COMMUNISTIC SCHEME.

A report from Canton states that Mr. Eugene Chen, the acting Minister for Foreign Affairs, has been on a visit to Macao in connection with the settlement of the strike and boycott, and that he has had several talks with Hongkong merchants there. It is stated that Mr. Chen is well satisfied with these conversations and that he is doing his utmost to bring about an early settlement.

There is some comment in Canton regarding the appointment of Mr. Chan Kung-pok as one of the Canton Government delegates, and the hope is expressed that he will be more successful in the boycott negotiations than he has been in connection with the dispute between the silk and piecegoods firms and their employees. There has been a strike in progress for the last seven months between these parties, and all attempts at a settlement have failed. On the most important point affecting the interests of the employers—"an addition of 10% on the original cost of goods purchased by the firms shall be set aside as perquisites for the employees,"—the Ministry of Labour and Agriculture has not been able to bring about a settlement. Matters have now reached the point at which all the firms have agreed to wind up their business rather than submit to such terms.

COMMUNISTIC EXPERIENCE.

The vernacular newspaper report that Communism is to be given a trial in the district of Ng Wah, the movement being headed by the Farmers' Allied Association of this district, which is stated to have a membership of 60,000. The harvesting season is now approaching, and it is stated that the Association has decided to give Communism a trial without further delay.

It is stated that paddy fields and all agricultural land will first come under the scheme, and that the proceeds derived from the sale of the produce are to be apportioned as follows:—The owners of the land 20 per cent., the Farmers' Association 20 per cent., and the farmers themselves 60 per cent. It was resolved that if any protest should arise against this decision, it shall be resisted or suppressed by armed force if necessary. Reports state that the inhabitants are in a state of consternation and the merchants have been shipping whatever cereals they have in hand away to Swatow and elsewhere. These junks, loaded with grain of various kinds, have been detained by armed pickets of the Farmers' Allied Association.

MAGISTRATE ACTS.

Recognizing the determination of the Farmers' Association to put the Communistic regime into effect, and also noting the agitated state of public opinion, the Magistrate has sent urgent messages to the Civil Administrators for instructions and for additional military forces to prevent a clash between the Association's pickets and the inhabitants. It is further stated that General Ho Ying-yun, the Pacification Commissioner, ordered extra forces to protect the people of Ng Wah before his departure for Canton. There is to be a mass meeting of the members of the Farmers' Allied Association soon, and what will be the outcome of this meeting it is difficult to say.

TWO ROBBERIES IN
CANTON.JAPANESE FIRM SUFFERS
LOSS.

MORE POLICE VIGILANCE.

Many robberies have of late occurred in Canton, but the vernacular papers have not been in the habit of publishing news thereof, it being said that there is a fear that the robbers might take vengeance if the incidents were in any way fully reported. Two consecutive crimes which occurred on the 9th instant, however, have been recorded, and full details are given of these.

The first case occurred at No. 6 Second Ma Loo, on a Japanese firm, which is said to have reported a loss of over a thousand dollars, whilst the second case happened at about the same time, the victims being the Wing Fat firm, whose loss is said to be over ten thousand dollars. Two robbers were caught and confessed to the crime, and also that they were members of a certain Union. In dealing with cases of this kind, the authorities have in the past been in the habit of handing back the arrested men to the Strike Union and the cases have often been allowed to drag on until forgotten. This has encouraged the audacity of the Union men, and has led to many crimes being committed daily.

Since the occurrence of these two robberies, a large force of detectives has been employed to visit all Labour Unions, and extra patrols are again seen on the streets, while armed motor cars have been requisitioned for service.

FUR WORKERS' STRIKE.

A PROVISIONAL AGREEMENT
REACHED.

New York, June 11. Committees of the Furworkers Union and the employers have reached an agreement, subject to ratification by both sides, granting a 10 per cent. increase in wages and the 40 hours week to be increased to 44 hours during the busy season. It is expected that all the employees will return to work within a few days.

It is also estimated that the strike has cost the workers and employers \$29,000,000.—*Reuter's American Service.*

EUROPEANS' LOSSES.

GOLD WRIST-WATCH AND
MONEY.

While walking between Alexandra Building and the lower Peak Tram station, Mrs. B. Thompson, of the Advertising and Publicity Bureau, Alexandra Building, lost a gold lady's wrist watch, valued \$150.

En route for England by the s.s. Khyber from Shanghai, Mr. A. Kerr has reported to the police that he lost, either in Kowloon or in the Central district, a brown leather pocket book. The book contained £50 in notes, a draught for £95, and \$90 in Hongkong and Shanghai banknotes.

COMPENSATION BILL.

BRITISHER ACCIDENTALLY
KILLED.

Washington, June 11. President Coolidge has signed the Bill authorizing compensation on account of the death of a British subject named Williamson, who was accidentally shot by a policeman whilst pursuing a bandit in East St. Louis, Illinois, in July, 1921.—*Reuter's American Service.*

HEAVY FIGHTING.

STERN BATTLES IN
HUNAN.

NORTHERN ATTACKS FAIL.

General Tsin Sang-che, in his latest reports to the Canton Government, claims further successes in Hunan against the Northern troops. In the course of his despatch he states that for three days and nights the enemy charged his lines more than a hundred times, but was finally defeated, more than 800 being killed.

The report, which is dated Hengchow, June 8th, states:—"Last month when our Revolutionary forces captured Siangtanhsien and were about to advance northward, suddenly the Hunan Protection Army under Ho Yao-tso participated in the fighting and launched an attack on our Left Flank.

UNEXPECTED ATTACK.

"In accordance with military plans, we were to move southward to Hsuehchow, Hunklohmiao and then re-attack the enemy. Unexpectedly Gen. Yeh Kai-chin after being assisted by the Hupoh, Kiangsi and Ho Yao-tso's Hunan Protection Army, repeatedly attacked Hengchowfu, hoping to capture our Headquarters. Fighting started on the 31st ult., and our Left Flank under Division Commander Ho Chien co-operated with the 7th Army brigade under Chung Tso-pei, and met the enemy at Chingchow and Hungmiao and utterly crushed the whole Hunan Protection Army under Ho Yao-tso.

"Several hundred rifles, six cannons and large quantities of military equipment were captured by us.

"The enemy retreated Northward and our forces are now in pursuit. "Yungfengszu was recovered by our 7th Army brigade under Chung Tso-pei to-day.

SANGUINARY BATTLE.

"Our Centre under Regimental Leader Liu fought a sanguinary battle with Yeh Kai-chin's troops and completely defeated them after one day and one night's fighting. Our Revolutionary army fought so well, 400 of the enemy were left dead on the battlefield and we drove the remainder to Pehkwo and Sinchao.

"On our right flank we met the enemy troops under Yeh Kai-chin, Chiang Tso-no and several battalions totalling 5,000 men who attacked Hengchowfu with the intention of capturing our Headquarters. Yeh Kai-chin was also directing operations personally. For three days and three nights, the enemy charged our fighting lines more than a hundred times but were finally defeated by our Revolutionary forces. More than 800 of the enemy were killed. On our side about a hundred died and more were wounded.

BATTALION DISARMED.

"During the enemy's retreat, our Revolutionary forces disarmed one battalion of the enemy troops at Siangtanhsien.

"After this serious defeat, the enemy troops were greatly terrified and could offer no further resistance. Our 7th National Revolutionary Army (Kwangsi) under Brigade-leader Chung Tso-pei fought very well and did meritorious work. Please request the Nationalist Government to reward them in order to encourage our Revolutionary heroes."

THE INDIAN OPIUM
QUESTION.PROGRESSIVE REDUCTION
OF EXPORTS.

GOVERNMENT'S POLICY.

Rugby, June 11.

The India Office announced that the Government of India, with the concurrence of the Secretary of State, has now decided to fix ten years as the period within which the exports of opium from India for other than strictly medicinal purposes shall be progressively and finally extinguished.

It will be recalled that in the House of Commons on March 3, the Earl of Winterton, Under-Secretary for India, announced that the Government of India intended to project for the approval of the legislature to carry out this policy. He stated then that the period within which the extinction would take place had not yet been fixed and that the position of cultivators was one of the factors that must be taken into account in defining it. Resolutions approving the Government of India's new policy were adopted by the Indian Council of State and the Legislative Assembly on March 16 and 18 respectively. As a result of the decision arrived at by the Government of India fixing ten years as the period of progressive extinction the exports of opium for other than strictly medicinal purposes will be reduced by ten per cent. yearly, beginning in 1927 so that the last export will take place in 1936. During this period, exports will be under a system of direct sale to the Governments of importing countries, the sale of opium by public auction at Calcutta having already been finally discontinued with effect from 7th April, 1926.—*British Wireless.*

THE COAL CRISIS.

NEXT TUESDAY'S DEBATE.

Rugby, June 11.

It is now stated that the Executive of the Parliamentary Labour Party has abandoned the idea of moving a vote of censure on the Government for its handling of the coal situation. It has been agreed that the discussion on the subject, for which next Tuesday has been set aside, shall take place on the estimates for the Mines Department. There will consequently be no need for the Labour Party to frame a motion of any kind. It has been realised that any motion which might partake of the nature of a vote of censure might lead to recriminations and bickering which would not make the task of finding a settlement any the easier.—*British Wireless.*

DEPORTED DOCTOR.

A MEXICAN EXPLANATION.

Mexico City, June 11.

The official explanation of the deporting of Dr. Cole says he was guilty of violation of the recent Insurance Law by acting as medical examiner to insurance companies which had not complied with the law.—*Reuter's American Service.* [A previous telegram stated:—The Mexican authorities have ordered the deportation of a Canadian doctor, named William Cole, who has been practising at Torreon for 16 years. Cole appeared in the local Court and secured a stay of execution for 72 hours. The British Vice-Consul at Torreon has telegraphed to the British Minister here, drawing attention to the case and assuring him that Cole is an honourable man, and declaring that the deportation order should be revoked.]

STRAITS FAILURE.

DIAMOND MERCHANT
PROTESTS.

OBJECTION TO QUESTIONS.

The examination of Mr. B. Fink, a European diamond merchant, in connection with the affairs in bankruptcy of M. S. Aboobaker and Company, was continued before Mr. Justice Deane in the Singapore Bankruptcy Court on the 4th instant.

At various stages during his examination, Mr. Fink protested against the questions he was asked and held that the case involved a great deal of concoction. He had been made to attend court as if he was the bankrupt or as if he had done something criminal. He had done business for twenty years, he said, and was not indebted a single cent. If anyone claimed that he owed money he was willing to give \$1,000 to charity.

NOT AN EXPERT.

At the conclusion of the examination, Mr. Taylor, the Assistant Official Assignee, asked permission to visit witness's place and to bring whom he liked with him. "You see," said Mr. Taylor, "I am not an expert and I cannot tell if a stone is a diamond or a piece of glass."

Mr. Fink expressed his willingness, stating that he was leaving the Colony but he would postpone his departure until Monday next in order to allow Mr. Taylor to come round.

The Assistant Official Assignee also asked the witness to supply him with a list of the goods he had taken over. Mr. Taylor said, "It may not appear to you to be so, but we may have a claim against you."

Questioned as to two items in his books \$400 and \$2,700; these items were not settled with goods.

SETTLING WITH GOODS.

Mr. Taylor: What is the meaning of settled with goods?

Mr. Fink: It means that if I do not get paid I have to take back the goods.

Mr. Taylor: What goods?—The goods sold to a customer.

Mr. Taylor: I do not understand that. What happened in this particular case?—I think I got cash.

Mr. Fink went on to say that "settled with goods" was only a note he made in his books. He did not attach any value to these notes.

Mr. Taylor: Then why do you make them?—They are my own books.

Asked if he had any records for the cash, Mr. Fink said that he thought he had a receipt.

When questioned further with regard to entries in his bill book, the witness said that he did not want any names, read out because there were two competitors of his in court.

Mr. Taylor explained that his point was that if Aboobaker made a payment he (witness) would have stated it.

With regard to certain debts which had been written "settled," witness said that he did this because he thought he would not get paid. This was done after the date of bankruptcy. He did not want to put any further claim against him.

Mr. Taylor: You did not want a dividend?—No, I did not.

Asked if he had marked "settled" when in fact he had not been settled with, witness said that he took over some debts.

Mr. Taylor asked if it was a fact that his debts were fully secured whereas those of other people were not, the witness replying that this was not so because the debts might not be good.

Bulls and Inners

□ □ From the Office Butts. □ □

Our ex-magistrate who admits "The great majority take —'s fondness for Charlie Chaplin must pills," says an advertisement, have admired the way the famous comedian sits on a bench in the park. But we've no desire to join the Great Majority.

"Anxious Gaffer."—The best way to cure yourself of the bad language habit is to throw away your clubs.

Anything is possible in golf. You realise that when you read that Scotland is constructing the biggest free course in the world.

The trouble caused by the "kink" in the Peak Tramway cable last Sunday is almost comparable to that caused every day by the mental "kink" of some of the passengers.

The only sure thing about the boycott is that it'll be all over when it's finished.

There's a man in America known as "The Debt King." We understand that there's a possibility of his title being disputed locally.

Some people have such high ideals that they can never hope to reach them.

What China needs is somebody to stop these revenues likin.

A contemporary heads an article on Hongkong's "cricket defeat by Malaya thus: "How We Lost." Of course, one of the reasons was that the other side scored more runs.

There's a big scheme to develop water power in New York. We had an idea that Prohibition was doing that.

On a Berkshire poultry farm, 1,000 hens laid 798 eggs in one day. The other 202 must have thought it was Sunday.

"There is no need for so many people to die of disease" says a Sydney doctor. He must have noticed the increase in motor cars.

"No one knows what stuff dreams are made of" states an article in a Home newspaper. We should say that those of a gentleman at our hotel are usually made of lobster mayonnaise and whisky.

American Prohibitionists want Senator Borah for President. This must be Dry humour.

A local man who just had visiting cards printed, had the bad luck to find his friends at home when he called.

These Red labourers aren't very ready workers.

Judging from the fact that the Marine Institute's cat has just presented her owners with her 110th kitten, the birth control movement doesn't seem to be making much headway in Shanghai.

These short skirts don't worry hubby so much as the short time they're worn.

Milk would be a fine drink if it could be prohibited.

Men may have sprung from monkeys, but many women seem quite keen on springing at 'em.

A New York orator believes that it's not the whisky that's the curse, but the inferior quality. Soda water.

We know a local lady who hopes to be a good Charleston dancer if her feet and partners hold out.

Of late, some of our jockeys have been doing a lot of riding off and on.

The Paris police have arrested a man who had a mania for tearing buttons off people's clothes.

He ought to be able to get a good job in a laundry when he comes out of gaol.

A cynical Kowloon lady says "She-dog and pups for sale, dam, cheap," says an advertisement. May be true, but it's a rather strong way of putting it.

We know some local players who, unfortunately, regard billiards as a ripping game.

Where a man used to be able to pick up a snappy magazine in the barber shop, he now has to be content with an embroidery book or a hot weather recipe.

If a lawyer happens to take a run round the island at night, some people imagine he must be courting.

"Favourite Well Fried To-day," says a Home racing journal. Some of the ponies we've backed ought to be boiled.

A Shanghai man recently eloped with his mother-in-law. Suppose that was the only way he could get her out of the house.

"A really good stag-hound will fetch at least £200," says a Home paper. If we owned one, we should encourage him to do it every week.

How to find a Hongkong taipan:—Follow the passage until you come to the sign "No Admittance," go upstairs until you come to the "Out" board, carry on until you see the word "Silence," and then yell for him.

British wireless amateurs think it wonderful that music is relayed from America, but they don't like eggs relayed from China.

"Music should not be regarded as a luxury," says Landon Ronald. It isn't in Kowloon.

These "corking good times" usually involve too much uncorking.

There's a movement in America for a monument to Mr. Volstead. Bet it won't be a bust.

"Goes Abroad to Study Music," says a Home paper. We only wish some of these Kowloon folk would follow the example.

The waste-paper basket gives the office boy a good chance of carrying out some of his taipan's ideas.

Doctors get most annoyed when they are out of patients.

A married man may be a Social-ist or a Tory, but the party he really belongs to is his wife.

Roller stockings make a good impression—especially just below the knee.

Lots of married men's troubles are caused by marrying a sea-skin curse, but the inferior quality. wife on a rabbit-skin salary.

"I'm sure I should call him 'Stanley' if we met," states a Hongkong lady, referring to the Prime Minister. While this undue familiarity may be all right during a London strike, we trust it will not become prevalent in official circles in Hongkong.

A scientist has discovered that the mosquito can lift over twenty times its own weight. We can't be able to get a good counter one at Castle Peak last job in a laundry when he comes week that raised several remarkable, large lumps.

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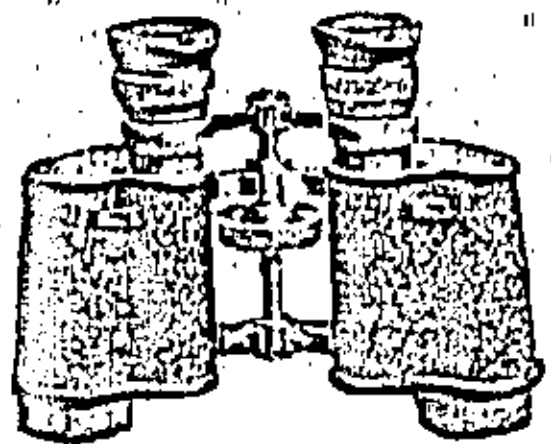
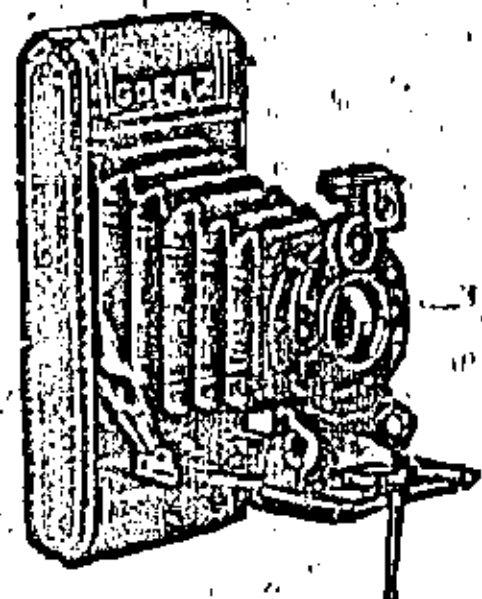
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THE LEAGUE OF NATIONS.

BRAZIL ANNOUNCES HER
WITHDRAWAL

Rio de Janeiro, June 11.
The Foreign Minister at a meeting of diplomatic representatives of South American States announced Brazil's resignation from the League Council, and has also telegraphed to all the South American States not belonging to the League notifying Brazil's resolve to take no further interest in the League.—*Reuter.*

Geneva, June 11.

M. Mello Franco, in resigning Brazil's seat on the Council, said that the question of withdrawal from the League had been reserved until the September session of the Council. M. Franco pointed out that the South American States constituted one third of the members of the League, and emphasised Brazil's claim to a permanent seat on the Council, although Brazil had never claimed to represent all the Latin American States.

M. Guani of Uruguay, President of the Council, expressed painful surprise and paid a tribute to the important political role of Brazil, especially as regards the institution of arbitration for the settling of disputes between Latin American States, and hoped that the separation would not be definite, and with Sir A. Chamberlain derived consolation from the fact that nothing irreparable was done. Others urged that M. Mello should use his influence to persuade Brazil to reconsider her decision.—*Reuter.*

CHINA'S SALT REVENUES.

LESS THAN ONE YEAR'S
INTEREST REMAINS.

London, June 11.

Commenting on Mr. Locker Lampson's reply in the House of Commons on the subject of China's salt revenues, the *Daily Telegraph* in an editorial says that he did not mention that the amount of the bank reserve was considerably less than one year's interest and there now remains no other security for the Anglo-French 1908 scrip and the Hukwang 1913 reorganisation loan.

Every European in China realises that when the last salt revenues have been confiscated the turn of the Customs administration will come next, unless some effective step is taken to redress the position. It is obvious that the whole matter of European prestige in China and the preservation of every right of foreigners including personal security, is involved. If the barefaced repudiations of pledges are possible, in a Treaty Port, where means are available to insist upon the observance of international law, there is no reason why the Powers' rights should not be re-established. Apart from that it is by no means evident that there is a necessity for continuing the utterly discredited and dangerous policy of submissive inaction, of which the keeping up of the tragic farce of the Tariff Conference is only one aspect.—*Reuter.*

PROPERTY SALE.

PEKING ITEMS.

SOLDIERS AND FREE
ENTERTAINMENT.

Peking, May 29.—Because hundreds of Chinese soldiers not in uniform have been demanding free admission to local theatres, General Wang Huat-ching, Peking Garrison Commander, has issued an order that though uniformed men may continue to ask the "courtesy" of free admission, soldiers in civilian garb are forbidden to make such demand.

A publication, designed to advance the views of Chinese who favour the use of remitted Boxer indemnity funds from the United States, Great Britain and other foreign Powers for railway construction in China, is to appear in Peking soon.

New regulations governing punishment for opium users and sellers have been issued by the Peking Garrison Commander. Smokers may be imprisoned for a year, proprietors of dens may be given two years, while sellers are to have five years and supporters of large businesses up to eight years.

Rumours of new secret treaties involving China with Japan, Russia and Germany, are declared false by the Ministry of Foreign Affairs.

Peking's nine great city gates will in future open at 4.30 p.m. and close at 9 p.m. Instead of at 6 a.m. and 7 p.m. During recent emergency periods the gates have been closed for days at a time.

A total of 1,423 foreigners are now in the employ of the Chinese Customs service. Britishers lead with 625, Japanese come next with 232, and Americans third with 225.

D'OISY RESUMES.

Paris, June 11.
Pelletier D'Oisy hopped off for Tokyo at 9.15.—*Havas.*

DEPARTMENTAL ENQUIRY.

POLICE LAUNCH GROUNDING
INVESTIGATED YESTERDAY.

A departmental enquiry was held at the Harbour Office yesterday morning, behind closed doors, for the purpose of investigating the circumstances of the grounding of No. 4 Police launch at Shelter Island on the night of June 2.

It is understood that the claim for salvage in the case has been waived by the Hongkong and Whampoa Dock Company, but the cost of repairing the damage to the launch will run into a considerable sum.

Further news is to hand that the appointment of a European master to the Rescue Tug Kausing, which it will be remembered, was called to on the night of the grounding, has been considered and that an officer will be gazetted within a few days. The Chinese coxswain in charge of the tug is now under notice.

Need for sanitary regulations in garages is shown by the fact that lead is present in garage dust, and carbon monoxide is often present in the air in large quantities.

Each squadron of Italy's air fleet will be equipped with large type ambulance airplanes.

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Espetables ...	25s 4.00	Londres ...	100s 5.25
Etc.		Etc.	

LEADING TOBACCONISTS IN THE FAR EAST

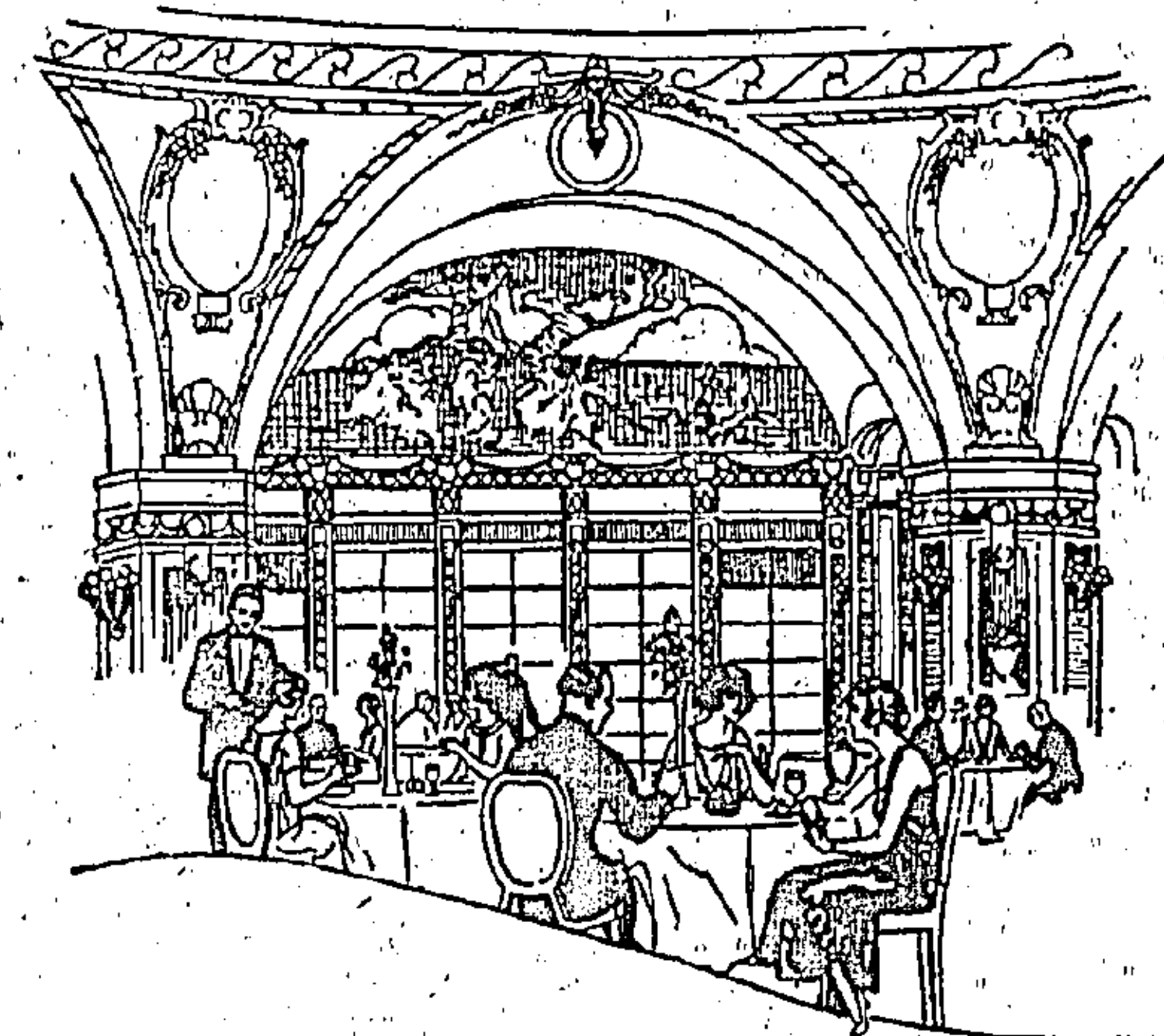
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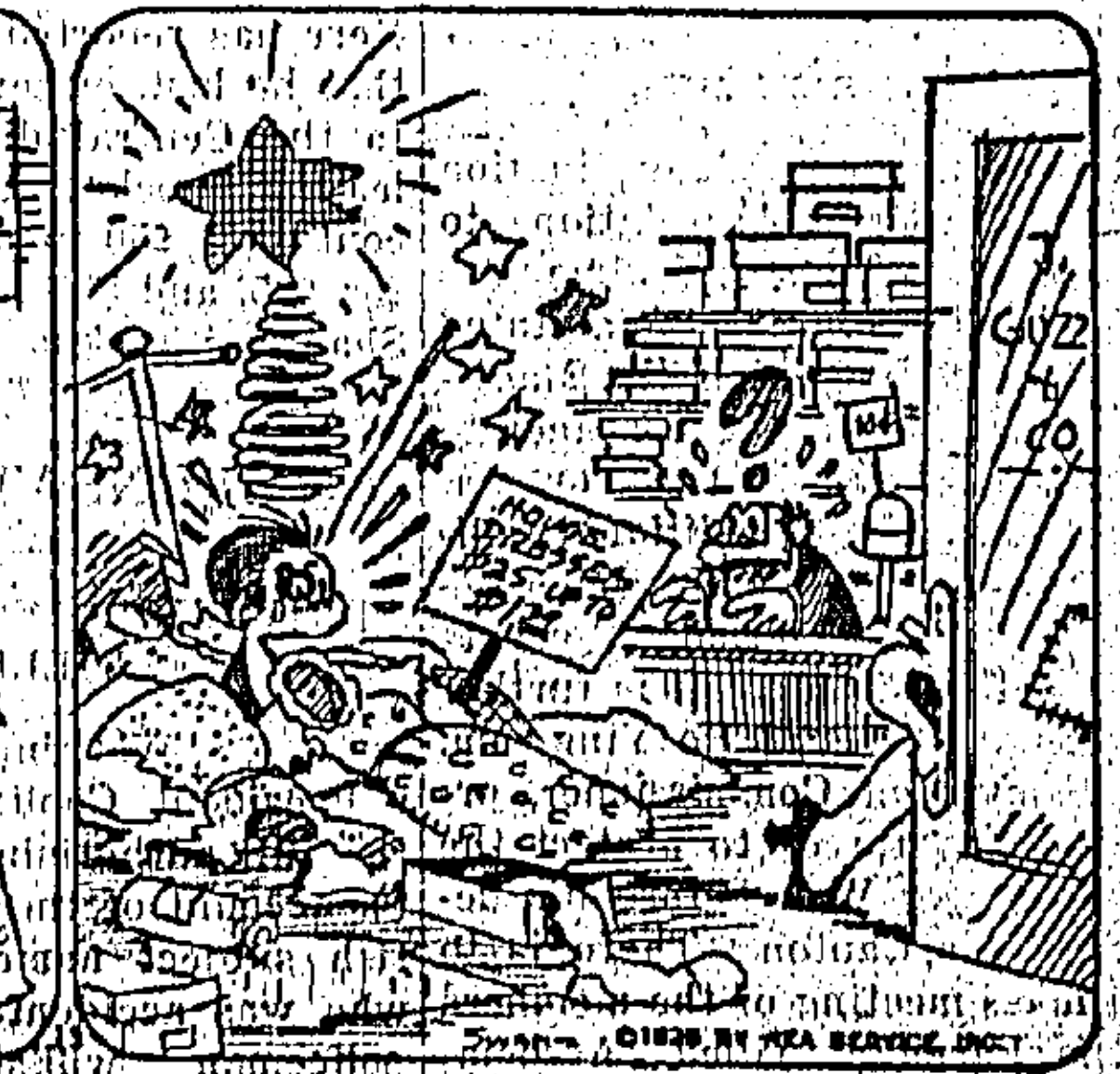
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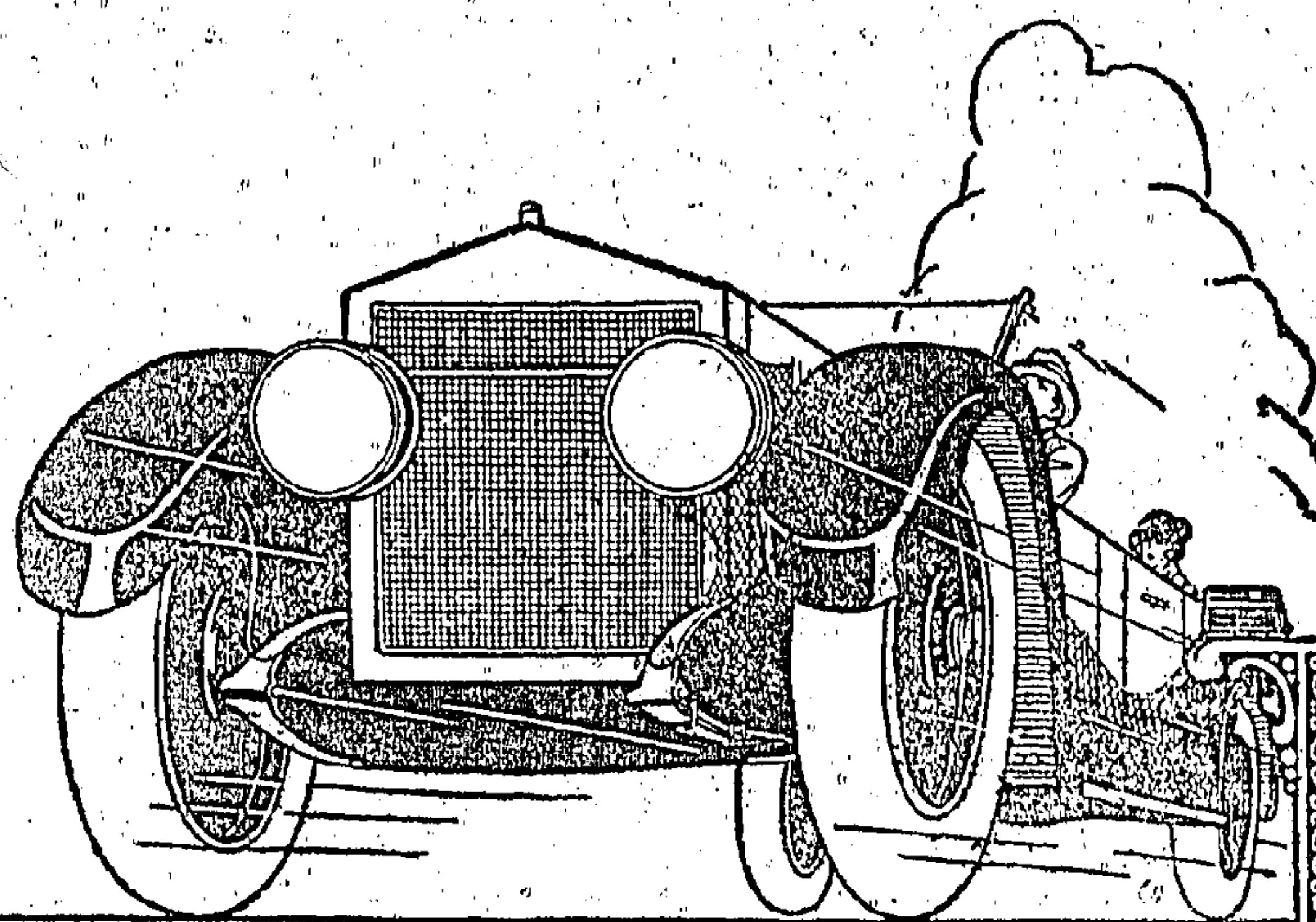
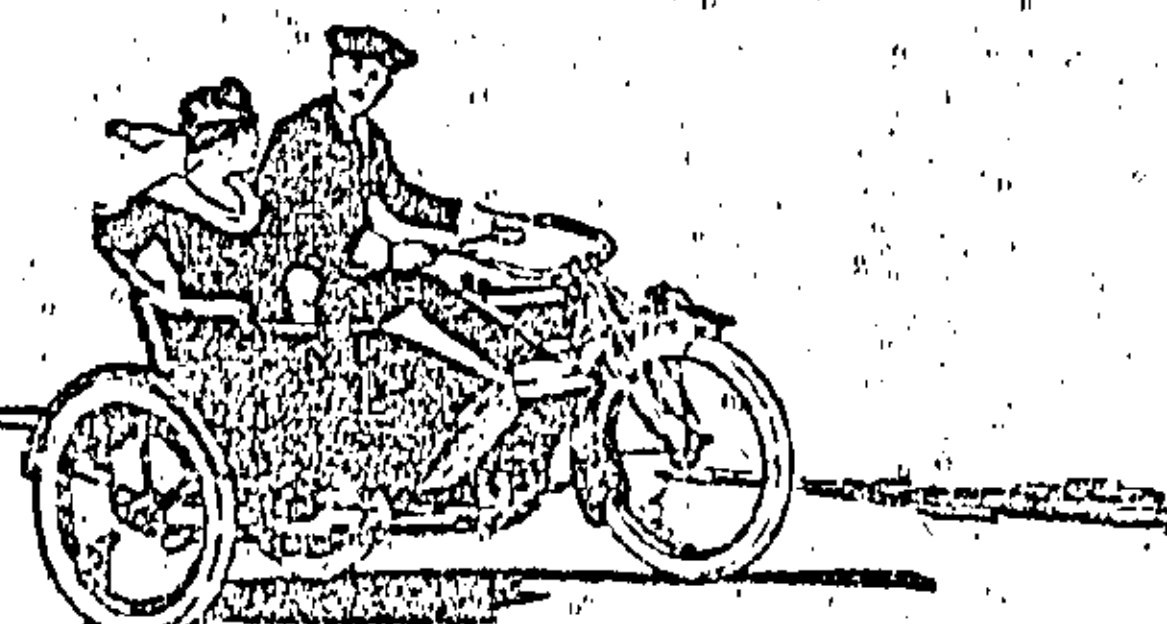
By Swan

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 12th June, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Membership Cards.

During the week, members of the Hongkong Automobile Association have received membership cards, which are intended to be used as a means of identification when any of the privileges of membership are sought. The idea is quite a good one and gives further evidence of the Association's desire to render every possible assistance to local motorists who are members of the organisation. The cards are very neat, being about the same size as a Peak tram season ticket. There are still some motorists who have not yet joined, doubtless owing to procrastination. For the future of motoring in Hongkong, every owner of car or cycle who is not yet a member really should make a point of sending his or her name in to:

Mr. P. M. HODGSON,
Hon. Secretary,
Hongkong Automobile Association,
Bank of China Building,
Hongkong.

Do not agree that "you will do it one of these days" but...
DO IT NOW!

Yellow Tail-Lights.

Many automobile associations in the U.S.A. are conducting a campaign to have automobile tail-lights changed from red to yellow. They claim that red, as a colour used for indicating danger and interpreting "stop" signals, is misused to-day. While there may be some grounds for this assertion, the mere changing of colour is not likely to bring about the desired result. One newspaper which advocates the change, makes rather a curious appeal. It states:—"Look at a motor route at night and see a line of red tail-lights. After you drive into a ditch marked with red lanterns you realise that it was not a procession of autos you saw." A truly remarkable argument to emanate from a dry country!

Motorists will applaud the decision to prohibit the motor buses which ply for hire in Kowloon stopping at any odd place according to the calls of would-be passengers, for this practice has long since been a source of very real danger to other road users. Although there have been one or two points at which all motor buses stop, there has been no regularised list of stopping places, with the result that the Chinese have formed the habit of signalling a bus to stop, irrespective of whether the place is in the middle of a stretch between two adjacent roads or not. The decision to establish definite stopping places, similar to those which characterise every tramcar service, is in line with strong suggestions made by the Committee which nearly two years ago enquired into the whole question of motor bus transportation in Kowloon. That Committee, under the Chairmanship of Mr. E. W. Carpenter, also made many other important recommendations which, if carried out, would materially improve the service all round.

Ceylon Police Work.

The phenomenal increase in the number of motor vehicles in Ceylon has put a severe strain on the police force. The Inspector-General of Police in his annual report for the year 1925, tells us that there were no less than 4,631 prosecutions under the motor bye-laws. Of these 709 were for exceeding the speed limit, 508 for reckless or careless driving, 158 for driving without carrying licence, to drive on the vehicle, 24 for not reporting to the nearest police station accidents involving serious injury, 20 for using "cut-outs" in towns and 1,025 for overloading motor buses. The number of serious accidents caused by motor vehicles throughout the Island was 171 of which 69 proved fatal.

GAS TAX AFFORDS BIG INCOME.

Washington, May 5th.—Nearly \$150,000,000 was paid in gasoline taxes in 1925 by motor vehicle operators, according to the bureau of public roads of the U. S. Department of Agriculture. This is an increase 83 per cent. over the total for 1923 and four and one-half times the total in 1923. The increase is the result of the wider use of motor vehicles, adoption of the tax by a number of states which had not previously resorted to it and higher rates of taxation by other states.

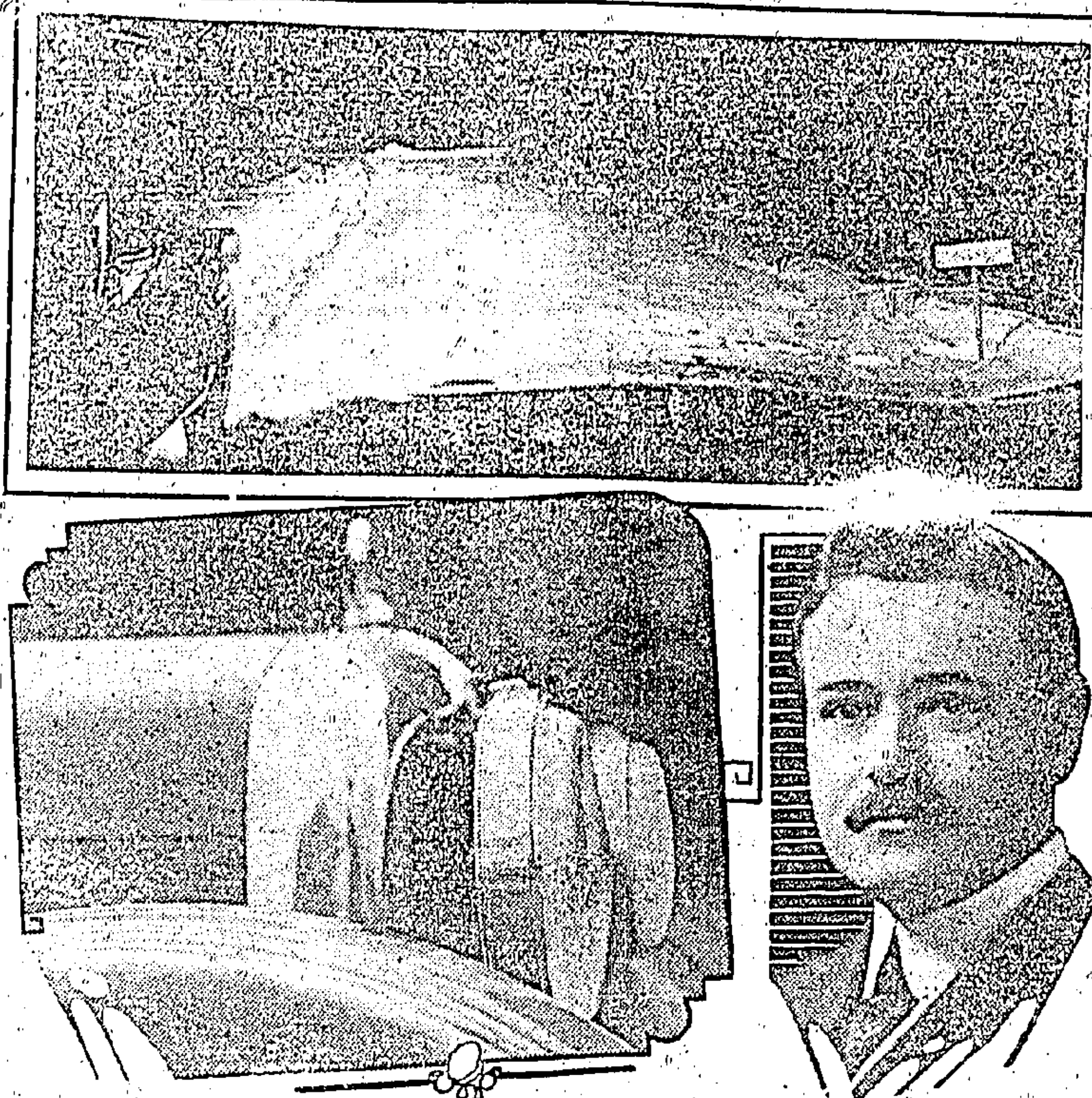
MANY MILES OF PAVING.

One-half of all the bituminous macadam in the United States is found in New York and New England. The combined mileage of this type on all of the state systems of this country is about 9,000 miles.

NEW MOTOR FUEL.

Successful tests have been made by the Automobile Club in France for the substitution of acetylene for gasoline in automobile engines. According to a report, the economy is about 50 per cent.

NO DIMMING NEEDED WITH NEW LIGHT.



The Ryan light throws a wide beam far enough to the side for the driver to read all signs easily, as shown by upper photo. At lower left is photo of the headlights on a test car and at right is William d'Arcy Ryan, their designer.

While automotive and highway authorities were worrying about the so-called headlight problem, Mr. William d'Arcy Ryan, noted "lighting" engineer, was working on a contraption that he now brings forth as the panacea for all headlighting ills.

After three years of research, Mr. Ryan believes he has overcome all objections to glaring lights, or to insufficient lights. He has demonstrated his headlight at Schenectady and is satisfied with it to the extent of going into production for its general use.

The new headlight, Mr. Ryan says, illuminates the road for more than 200 feet ahead, so that a person, automobile or any object in that distance could be easily seen. In addition the light shows up the sides of the road so effectively that road signs could easily be read even when the front of the machine is several feet past the sign.

The backward light is one of the features of the new headlight.

NO FEAR OF DITCHES.
The wide side beam is particularly effective in rounding curves, lighting up the road

and keeping the ditch in constant view.

The beam is raised one degree above horizontal. Yet, says Mr. Ryan, there is no glare. In fact, tests showed that the nearer one gets to the headlights the dimmer the lights appear.

At the same time the tests show that persons standing three feet back of the lights and about five feet to either side could be easily seen by persons 100 feet ahead standing in the full beams of the headlights!

The Ryan light illuminates the front of the car so that even if one light is lit the car can't be mistaken for a motor-cycle.

Thus only a one-filament 21 candle-power bulb is necessary. But provision is made for a dimmer bulb to comply with light dimming laws of various States.

EASY TO ADJUST.

The apparatus itself is much thinner than the present light but centres its action in a larger lens besides a specially designed reflector. A screw adjusts the light to its proper height and a safety catch makes it easy to open the lamp.

Mr. Ryan is one of the most famous illuminating engineers of America. He's known especially for his spectacular lighting displays, such as those of the Panama-Pacific exposition, the Rio de Janeiro exposition, the Hudson-Fulton celebration in New York, Niagara Falls and others.

"Two important features of this new light," Mr. Ryan explains, "is the non-focussing element and the beam adjustment element."

"By the first, lamps can be changed without focussing and, in States that permit either 21 or 32 candle-power lamps, the fixed adjustment is all that is required."

"The second feature is valuable in that after the lamps are installed in the car it is only necessary to have someone take about 100 paces in advance while the depressing screw is given a few turns until the observer states that the lamps do not glare. This point is so clearly defined that there is no chance for misjudgment."

"An extra turn of the screw will compensate for unequal loading of the car without materially reducing the range."



BY THE WAY

A total of \$1,030,236,984 will be spent in the United States this year for the construction and maintenance of highways. More than 29,000 miles of new road will be constructed and nearly 235,000 miles of road maintained.

Colorado has a mountain area six times as great as Switzerland and has 43 peaks exceeding 14,000

feet altitude, as compared with nine such giants in the Swiss Alps.

Practically every town and city in Colorado of any size provides its motor visitors with excellent municipal camping grounds.

Most motorists have little difficulty ascending or descending the steepest Colorado mountain grades. A cool motor to start with and judicious use of first and second gears solves all difficulties.

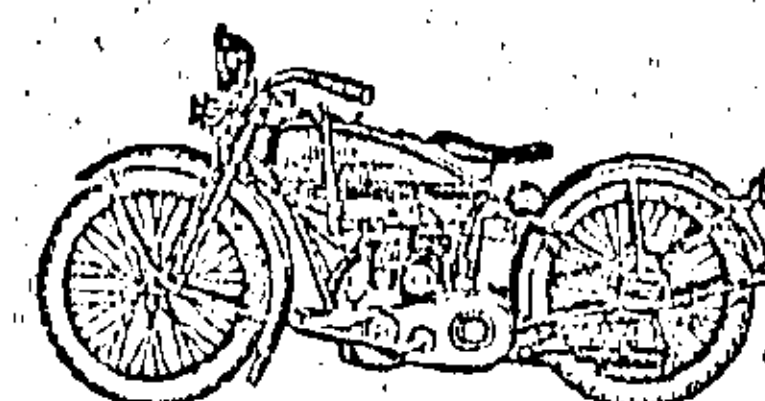
An out of state automobile license is good for 90 days in Colorado. The motorist should secure a visitor's free license covering this period. The license can be had from a county clerk

at any county courthouse.

The lighter air in the upper regions of Colorado makes it necessary to adjust the automobile carburetor.

Colorado has a total of 48,000 miles of roads, of which 8,923 miles have been selected as state highways. Of the state highways, 3,300 miles are improved, including 167 miles of concrete pavement.

The road up Pikes Peak is a well constructed rock-dirt boulevard, 20 to 50 feet wide, with an average grade of 7 per cent. and a maximum of 10 1/2 per cent. It has wide curves.



70-80 SWIFT MILES PER GALLON.

We are pleased to announce that by the

S. S. "EMPRESS OF ASIA"

We received two models of the famous

**HARLEY-DAVIDSON SINGLE CYLINDER
OVERHEAD MOTORS.**

Model AAE—Equipped with a hand operated clutch, footrests and speedster type handlebars.

Model AA—Equipped with a foot operated clutch, footboards and the touring type handlebars.

DROP IN AND ALLOW US TO DEMONSTRATE
THESE WONDERFUL MACHINES.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.

2, Kwong Wah Road, (Opposite the Steam Laundry), Kowloon.



Mobiloil

Make this chart your guide

SUPREME IN QUALITY AND UNIFORMITY.

With us, the manufacture of Gargoyle Mobiloil is a trust; our regular customers place implicit faith in its reliability. Long experience, loyalty and constant care and attention on the part of every member of the Vacuum organization, from the President down, insures that Supreme Quality and Uniformity which is the very foundation of Mobiloil success and popularity. Mobiloil Purity, Quality and Uniformity gives perfect performance, whether on ground or in air—

— and Gargoyle Mobiloil is much cheaper than the ordinary run of motorear engine lubricants because it returns to its users, month after month, year after year, a dividend in the shape of unceasing SERVICE.

Gargoyle Mobiloil is made to meet the demands of shrewd motorists who know the best is the cheapest—who know that true economy lies in buying a dependable lubricant.

A substantial saving in operating costs, resulting in greater mileage per gallon of petrol, is only one advantage in using the Correct Grade of Gargoyle Mobiloil as specified in our Recommendation Chart.

Drain the crankcase while the engine is hot and fill to correct level with the Correct Grade of Gargoyle Mobiloil.

VACUUM OIL CO.

PLANS CANADIAN ROADS:

The highway department of Quebec is planning to spend about \$5,000,000 for maintenance and completion of roads this year. The principal road to be completed is the Levis St. Lambert Highway connecting Quebec and Montreal.

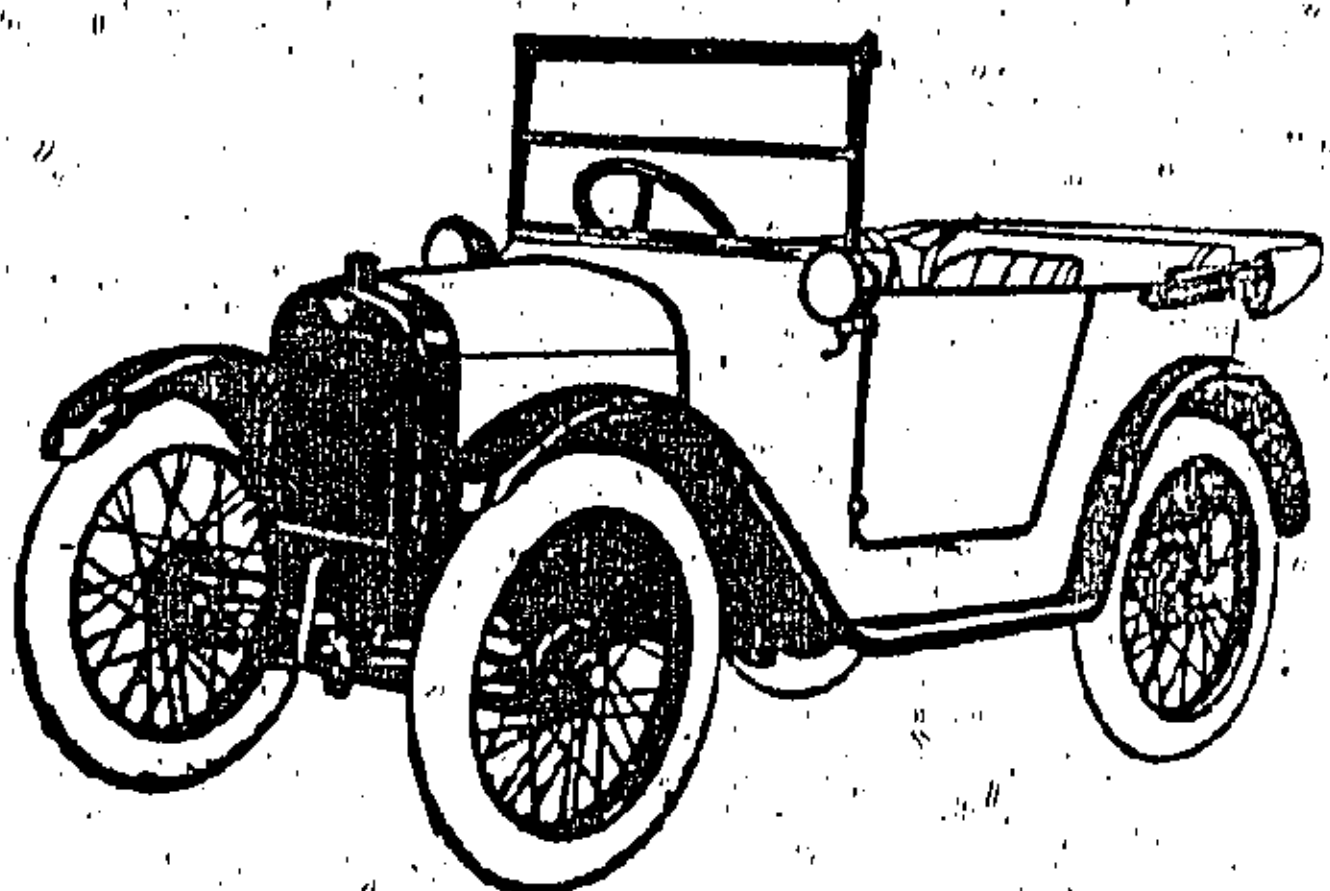
KEEP TYRES INFLATED:

Many motorists use a low air pressure in their tyres; detours are found in the road for the sake of more comfortable riding. Tyres should be fully inflated when driving over bad roads in order to withstand the rough usage.

KEEP YOUR EYES ON THE ROAD.



THE SIGHT-SEEING
DRIVER CAUSES
ACCIDENTS



AUSTIN SEVEN

Stock Carried.

Salesroom at 1A, Chater Road, open every day (Sundays excepted) until 5 p.m.

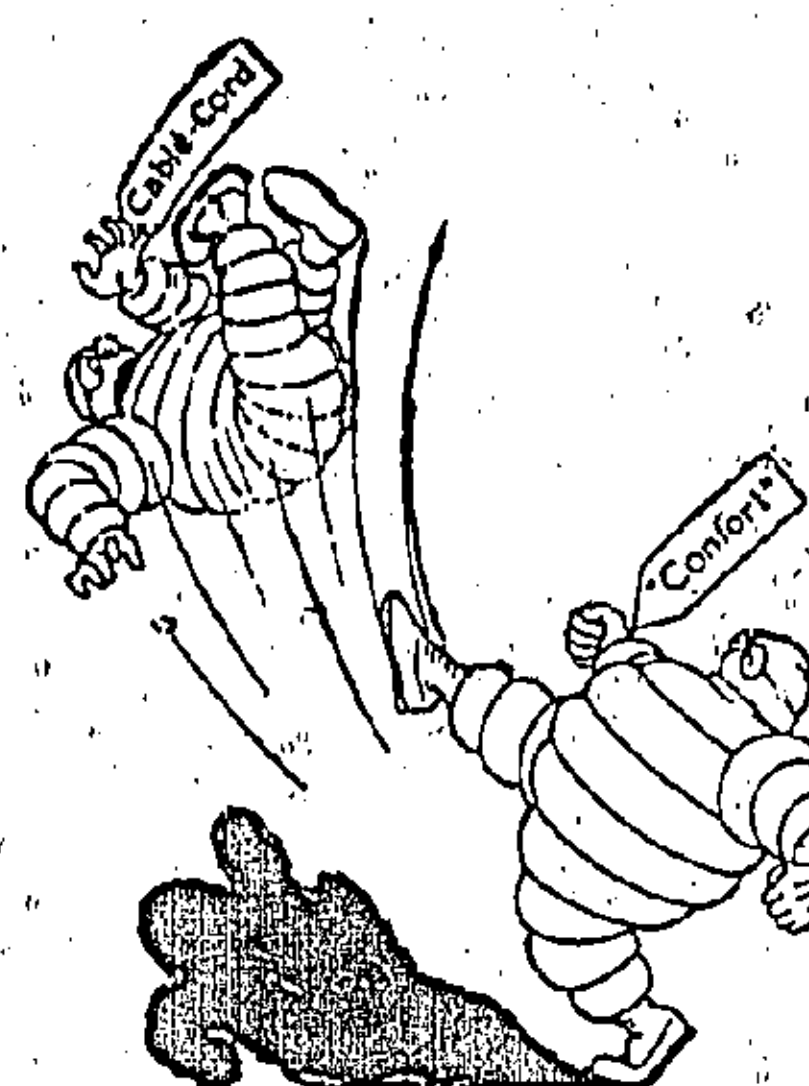
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The new
MICHELIN "COMFORT"

low-pressure or balloon tyre.
The most important of recent
improvements in motoring.
In the past year 500,000 motorists
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tyres for

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CORRESPONDENCE.

Sir, — Your correspondent, "Anti-Prohibitionist," has, in expressing his opinion, soberly criticised Government interference, truthfully drawn local attention to the perverse illusion regarding inferior quality and unreliability of motor vehicles other than of "British" manufacture, and announced, for public comment his unbiased views on a subject long since marked by the inconsistent, arbitrary and discouraging attitude of the Government in dealing with proposals put forward for better transportation.

Now, sir, I refrained from writing you on this subject, before, on account of my not altogether unbiased views on motor matters, but since "Prohibitionist" has expressed his views, I wish to review a few arguments which your first correspondent was too noble to use.

The Times Motor Supplement, March 17th, has this on the front page.

"WHICH CAR SHALL I BUY?"

The first point on which, in justice to yourself, you must insist is that the car you buy shall be British.

A British Car is acknowledged to be unsurpassed throughout the world for quality of material and workmanship, for reliability and endurance under all tests, for economical running, for small depreciation, and for general suitability to British motoring conditions.

Moreover, in buying a British Car you are giving employment to British workers and so helping to reduce your own burden of taxation.

OWN A BRITISH CAR.

A British Car is a car made entirely in the British Isles of British materials and fitted with British-made tyres and accessories.

BRITISH CARS FOR BRITISH FOLK.

In the same publication, Albert E. Cave, Secretary, Motor Legislation Committee, informs us:—

"Largely as a result of the high taxation levied on each horsepower unit of the private car, British manufacturers began to make engines of smaller rated horsepower in order to reduce the tax. The British car, as a type, became of the small-engined,

high efficiency class, as contrasted with the large-engined American car. There were technical limits to this development, but the general influence of the tax undoubtedly has been the reverse of beneficial."

Then Sir William M. Letts, Pres. S.O.M.M. & T., says:—"It is invariably found that a country with an enlightened roads policy is importing a higher proportion of British-made road vehicles in relation to United States products than others whose roads policy has been less progressive. The Malay States and Ceylon, for example, where a vast improvement in road conditions has been made are to-day importing nearly as many British as American vehicles."

Both authorities agree that there is something lacking in the British vehicles, and Sir William goes on to tell why.

"During the five years in which British enterprise and energy were being directed to secure success in the great world struggle of war, the American motor manufacturers were building up a colossal home market. They have to-day reached an annual output exceeding by 400 per cent. the total number of motor vehicles in use in this country, and their exports amount to four times the total output of British motor factories. It is hardly conceivable that home manufacturers can compete, in these circumstances, in that type of product, the price of which is dependent upon what is called mass production."

This, then, would appear to be the secret of the superiority of American and Canadian motor vehicles in general.

The best of everything that the North American continent possessed has, during the last 12 years, been freely drawn on and in some cases totally absorbed in the American automotive industries. Much foreign capital has been invested as well. American internal competition on a colossal scale is responsible for the elimination of unreliable equipment with the result that the design and commercial performance of the present vehicles is far in advance of foreign equipment. This is more particularly pronounced in motor bus design owing to the fact that the manufacturers have thoroughly analysed the operation of their old equipment and the extensive demand for new buses, has greatly facilitated experimental research, improvement and new creation.

Out of a total of 25,000,000 cars, trucks and buses under registration at the beginning of the present year, 20,000,000 of these were in the U.S.A. The other five millions were scattered over the four points of the globe. Truly a premier field for research and improvement. Had the British automotive industry these facilities and just motor taxation the tables would no doubt be reversed. However, circumstances are contrary and in turning to the import returns of two particular countries one gets a vivid picture of American motor preference.

Although the British manufacturer enjoys tariff preference of 12% in Australia, the number of motor units imported in 1925 were as follows:—

From U.S.A. 48,909.
Canada 15,734.
United Kingdom 6,017.

The British manufacturer does not enjoy a sheltered Empire market in the Argentine and the imports by this country in 1925 tell an even more interesting story.

From U.S.A. 24,451.

All others 119.

A simple case of getting satisfactory equipment and best value.

"Prohibitionist" and our local Government would have this otherwise, even though it means—as "Anti-Prohibitionist" remarked—denying the community, particularly the Kowloon community, a modern transportation service and discouraging public enterprise.

Where are they going?—Yours, etc.

I. WONDER.

Hongkong, June 8.

DAZZLING HEADLIGHTS

INGENIOUS BUT IN-
EFFECTIVE SUGGESTIONS

A novel suggestion has recently been put forward as a "solution" of the problem of dazzling headlights. It consists of fitting a headlamp to the off rear side of every car in such a position that its beam of light is directed towards the off-side of the road and points towards the rear. When meeting an approaching car, this lamp is to be switched on at the same time as the ordinary headlamps are switched off, and it is claimed that the oncoming driver will then be able to proceed in

Quality Visible and Quality Concealed in every Studebaker

The One-Profile Unit-Built Car

Studebaker is a One-Profile car because all engines, bodies, steering gears, chassis, gear boxes, differentials, springs, axles, grey iron castings and drop forgings are made in Studebaker's own factories. This eliminates the extra profit of outside parts and body makers and effects great savings. Of which Studebaker is entitled to the credit in its material and better workmanship.

The fine lacquer finish, genuine mohair, wool or leather upholstery, the numerous body refinements—these are obvious indications of quality which can be easily seen on all Studebaker cars. And underneath the surface, the same fine quality is found.

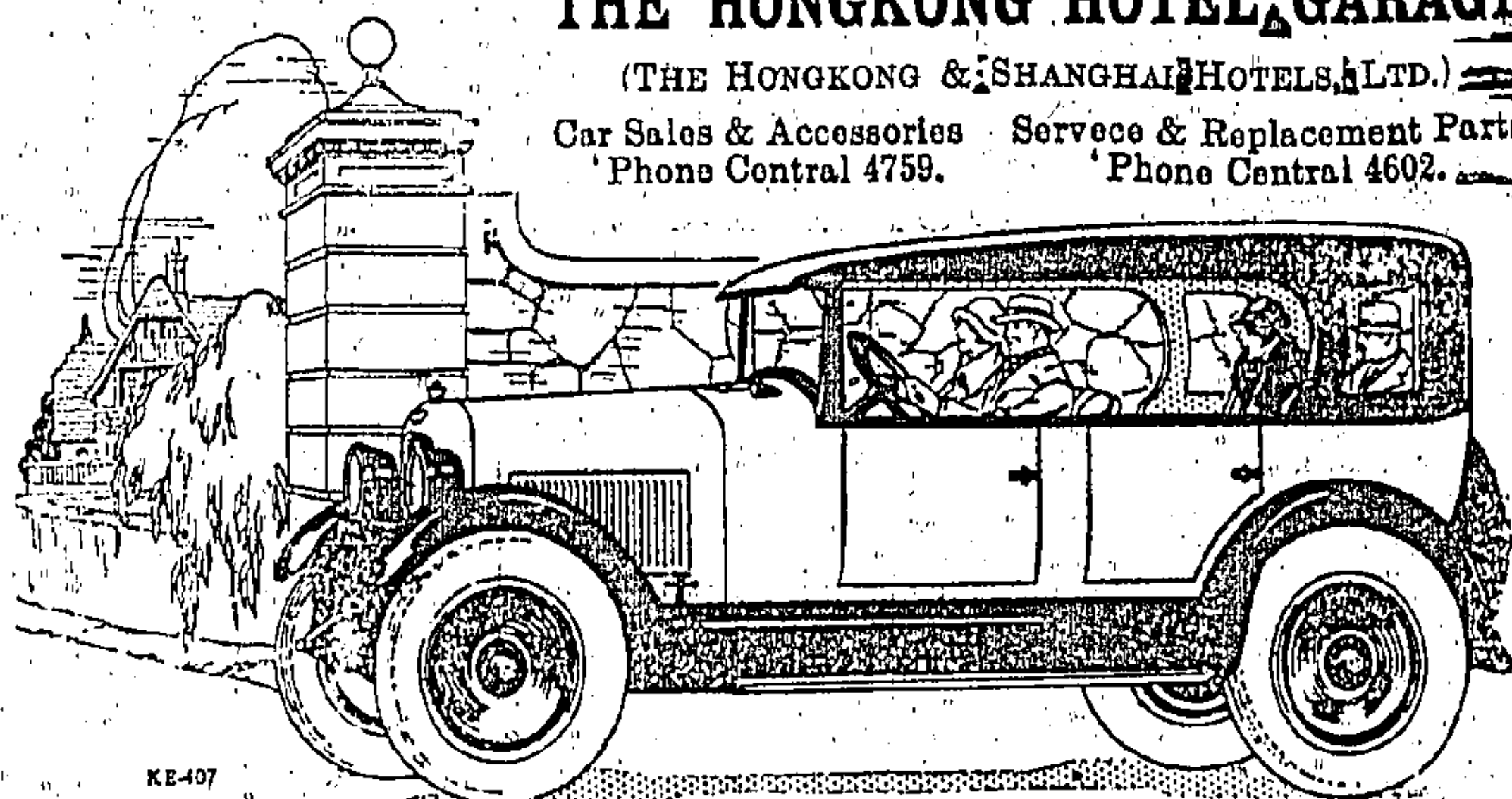
At an expense of £120,000 a year, Studebaker machines its crankshaft on all surfaces. This explains the smooth vibrationless operation of Studebaker engines—a feature that adds thousands of miles to the life of the car.

Studebaker pays a premium for steel of extra toughness; it uses only fine northern ash and hard maple wood in the body frames—no soft gum such as is customarily used in building bodies. These are typical examples of quality beneath the surface of Studebaker cars.

THE HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS, LTD.)

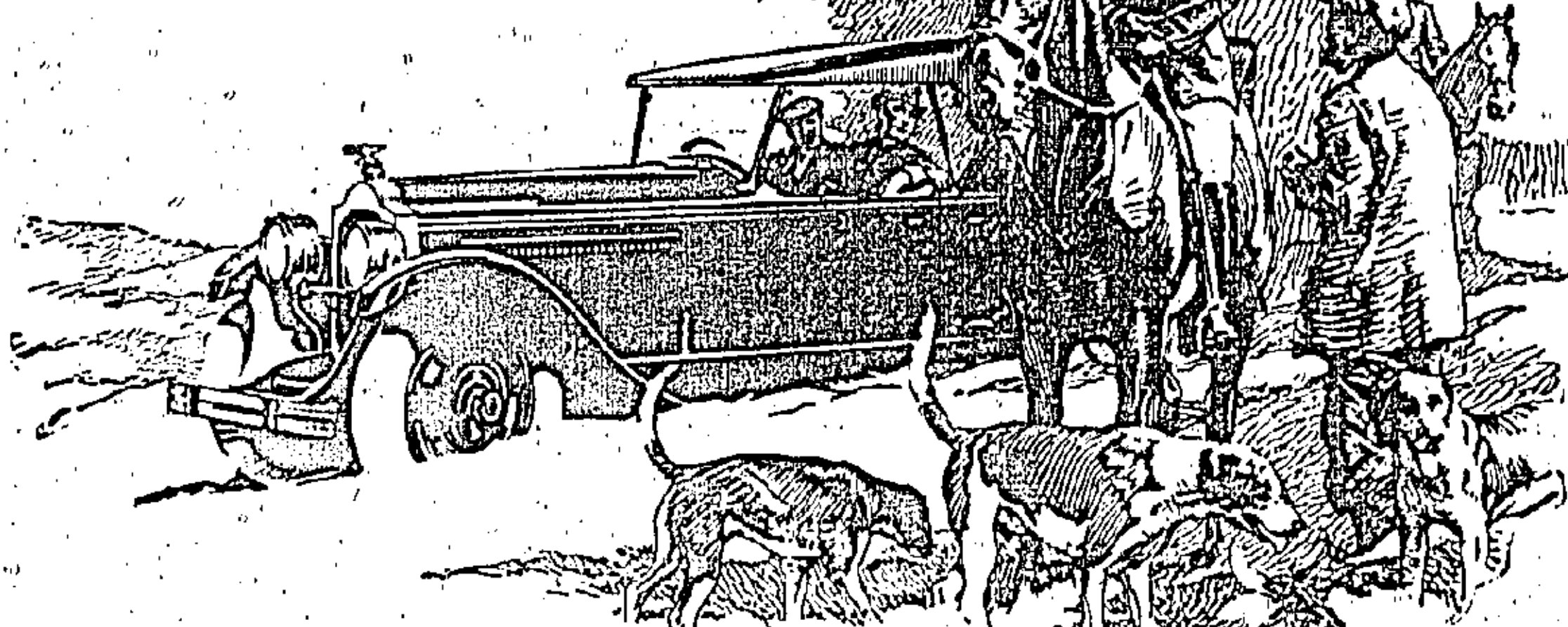
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STUDEBAKER

BUILDERS OF QUALITY VEHICLES FOR 73 YEARS

Of a Distinguished Family



PACKARD

THE thrill of owning a motor car is passing.

Modern production has put the ordinary vehicle within the reach of multitudes.

However, the joy of owning a thoroughbred is greater than ever.

And who can view the Packard Eight—winner of beauty contests, from Monte Carlo to Buenos Aires—from Biarritz to Baden Baden—without recognizing its right to international leadership in line and design.

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, Happy Valley.

Tel. C. 1246 or 1247. Hongkong.

ONLY PACKARD CAN BUILD A PACKARD

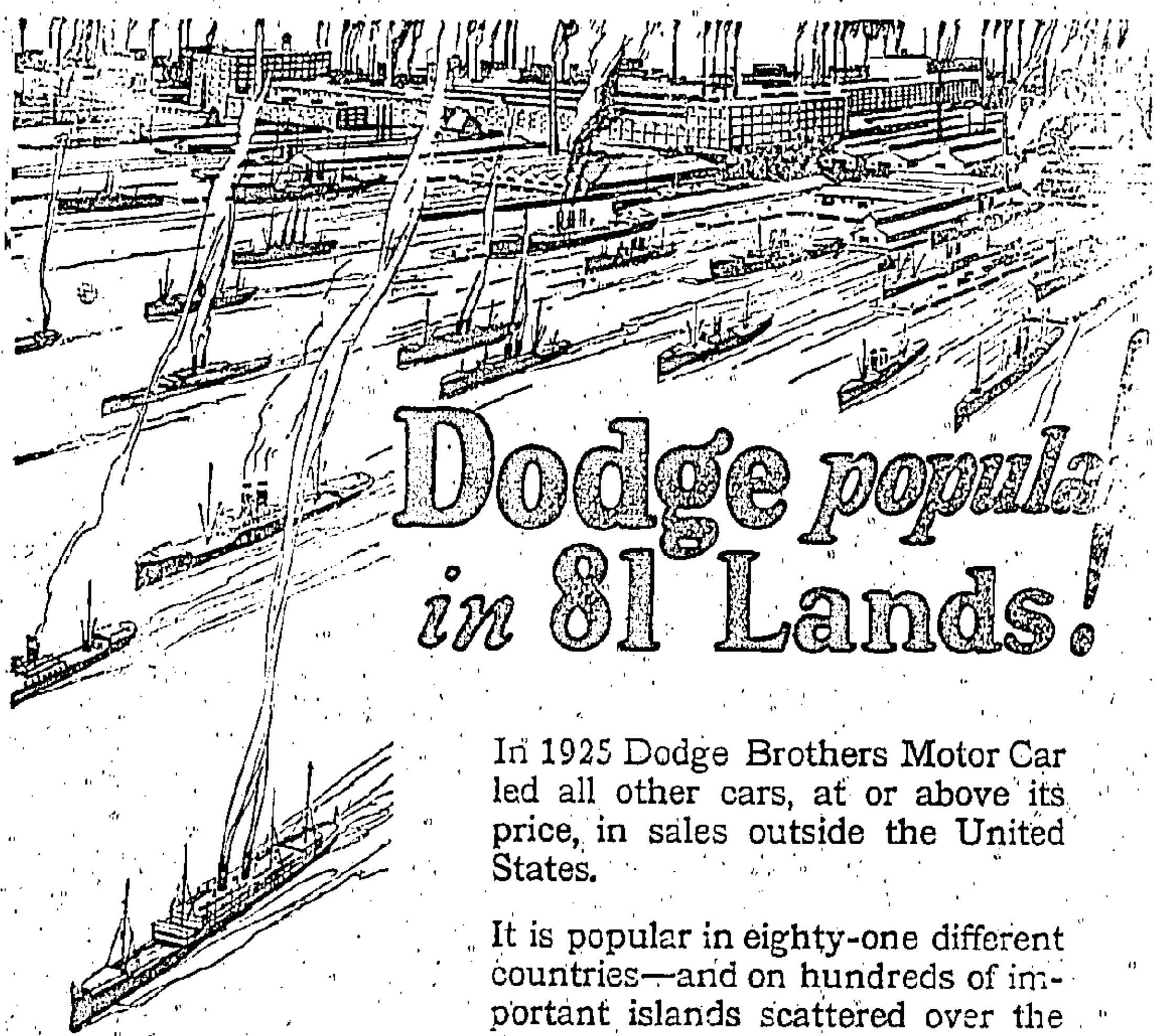
safety, with "his half of the road" illuminated. The effect produced on the driver of a car following the one so equipped is not mentioned. This suggestion is based on the assumption that everyone is agreed that switching off the headlights when meeting another car is an accepted principle, whereas in point of fact, the contrary is the more generally adopted view. Furthermore, this rear headlamp only illuminates the side of the road and not the path that the oncoming car must take.

Let us imagine ourselves

travelling by car at night. We see another car approaching us with its headlights "full on." The driver turns them off and we do the same with ours. For two or three seconds we cannot see clearly where we are until our eyes become accustomed to the reduced scale of illumination, and, as the two cars draw nearer and nearer, we are still subjected to dazzle, but, of course, in a lesser degree. The whole question of dazzle hinges on the direction of the beams of light. On a dark night, cars projecting equal strength of illumination will

dazzle one another when meeting, right down to the point where the illumination is negligible. The solution, or at any rate the abatement of the nuisance, lies in diverting the beams of the lamps away from the eyes of the driver of an approaching car, by "dipping" the headlights and at the same time allowing the full strength of the beams to light up the path of each car.

The results of recent research and experiment have not produced anything more effective which combines the two great essentials—efficiency and economy. E. B. in The Morris Motor.



Dodge popular in 81 Lands!

In 1925 Dodge Brothers Motor Car led all other cars, at or above its price, in sales outside the United States.

It is popular in eighty-one different countries—and on hundreds of important islands scattered over the Seven Seas.

For one thing the car contains a higher percentage of chrome vanadium steel, and a higher percentage of drop forgings, than any other motor car in the world, regardless of price.

And fine steel and drop forgings mean to an automobile what strong muscles and a sound heart mean to the athlete.

DODGE BROTHERS, INC. DETROIT

THE DRAGON MOTOR CAR COMPANY, LTD.

33 Wong Nei Chung Road Happy Valley

HONGKONG

DODGE BROTHERS MOTOR CARS

HONGKONG GIRL'S WEDDING.

PRETTY CEREMONY IN AUSTRALIA.

A pretty evening wedding, of interest to Hongkong, took place at the Cammerell Presbyterian Church, Melbourne, Australia, on March 21st, in which the bride was Miss Constance Hansen, elder daughter of Mr. and Mrs. J. E. Hansen, of Hongkong. She was formerly in the office staff of Messrs. Butterfield and Swire here, and was very well known and most popular locally. The bridegroom was Mr. Alphonse Grieve, eldest son of the late Mr. S. F. Grieve and Mrs. Grieve, of Naracoorte, South Australia. The Rev. R. W. McLean was the officiating clergyman.

In its account of the wedding, *Table Talk*, a popular Australian Society journal, says:—The tall, handsome bride wore a gown of cream and silver figured charmeuse, with a long train of silver lace, a silver head wreath and a side cluster of orange blossoms secured her exquisite old oval Limerick lace veil, lent by Mrs. P. Cooper, of Sydney. A sheaf of cyclamen tinted flowers provided the only touch of colour.

Misses Marjorie Hansen and Nita Anderson, as bridesmaids, wore dainty frocks of cyclamen georgette, finished with delphinium blue and cyclamen ribbons. They carried 1830 posies to tone. The bridegroom was supported by his two brothers, Messrs. Alex. and Ford Grieve.

Supper was served at the Auburn home of Mrs. J. B. Delair. Mrs. Hansen's heavily beaded black frock and smart black hat were relieved with a bouquet of red roses. A gold and silver tiara finished Mrs. S. F. Grieve's black-georgette gown. She wore a black hat and carried pink roses.

The honeymoon was spent in Tasmania, and Mr. and Mrs. A. Grieve are making their home at Feltham, Lucindale, South Australia.

RUSSIAN MONEY.

SOVIET GOVERNMENT'S DENIAL.

London, June 11.

The Acting Charge d'Affaires of the Soviet Embassy has issued a statement denying the Home Secretary's declaration that the Soviet Government has sent money to Britain in support of the general strike.—*Reuter*.

THREE AND A HALF MILLION ROUBLES.

Moscow, June 11.

The Soviet Trades Unions have up to the present contributed 3,526,000 roubles to the Miner's Federation of Britain.—*Reuter*.

ADD Russian Money.

OFFICIAL REMONSTRANCE.

Rugby, June 11.

In reference to the money received from Russia for the purpose of the recent general strike, a remonstrance has been sent to Moscow and will be communicated to the Soviet Government within the next few days on behalf of the British Government.

The Cabinet is still considering questions which are raised by the receipt of large sums of money from various organisations in Russia for purposes of the Miner's Federation in connection with the present coal dispute.—*British Wireless*.

ROYAL DUTCH OIL.

THE REPORT FOR 1925.

Amsterdam, June 11.

The annual report of the Royal Dutch Petroleum Company states the production of the Royal Dutch group in 1925 amounted to 12,390,000 tons, as compared with 13,442,000 tons in 1924. The report refers to the remarkable production of the Dutch Indies Oil Company at Djambi, and says that new hopes are founded on Bills which were submitted to the Dutch Indies Peoples Council in December last aiming at the development of oil fields of several thousand acres within the sphere of the Dutch Indies Oil Company.

The report cites the proposed exploration agreements with the Netherlands Colonial Oil Company (a dependent Company of the Standard Oil Company), as proving that the Royal Dutch sincerely advocates the open door policy.—*Reuter*.

TO BOB OR NOT TO BOB.

AFFIRMATIVE SUCCESS AT CHINESE DEBATE.

In spite of spirited opposition to hobbory in any form by the more conservative members of the Chinese Y.M.C.A. Debating Club, a majority of votes were cast last night in favour of a motion to the effect that it would be advantageous if Chinese ladies covered their tresses.

And this, too, in the face of the fact that no speaker thought highly of the bob as an aid to beauty, indeed one orator went so far as to say that whereas the Chinese could at one time appreciate the beauty of European ladies, the appeal to their eye was lost after the hairdresser had done his deadliest.

The leading advocate of shorn locks did not depart from the general opinion in this respect, but he expressed a preference for the healthy girl with a little beauty thrown in, rather than for the admittedly beautiful girl with the long hair of her mother.

The opposition leader refused to accept bobbing as a step on the road to emancipation. He urged those present to the conclusion that the Chinese type of beauty required the native costume and long hair to carry it off. To preserve the male interest, and to attract Chinese girls should never attempt to follow in the wake of their European sisters.

One keen-eyed youth introduced small feet as an additional evil to the bob, but regarded the matter of feet as the lesser, since he said that a man looking at a lady's face and hair, had no time to glance down at her pedal extremities.

In spite of considerable argument against any change in the present Chinese style of hairdressing, the meeting was swayed in favour of the bob, but it remains to be seen whether the sisters will take the hint.

CATHOLIC CONGRESS.

NEW YORK WELCOMES IRISH PRIMATE.

New York, June 11.

Thousands lined the Broadway and gave a rousing welcome to Cardinal O'Donnell, Primate of Ireland, who is attending the Chicago Eucharistic Congress.

A Municipal launch brought the Cardinal to the Battery, where he was met by officials of New York City and many Catholic delegations. Archbishop Hayes accompanied a flotilla of steamboats flying the Papal pennant of greeting from Cardinal Bonzano, the Pontifical Legate, at the quarantine station. Cardinal Bonzano is staying in New York till Wednesday, when he will proceed to Chicago in "a Cardinal's Special" painted red, each Pullman being named after a historical figure of the Roman Church.—*Reuter's American Service*.

CHINESE STUDENTS' GIFT.

FRIENDSHIP FOR FRANCE.

Paris, June 11.

Chinese students at the Franco-Chinese Institute at Lyons have subscribed 1,100 francs towards the voluntary fund for the redemption of the National Debt.

In a letter to the Director of the Institute, the students say that the sum is small but a proof of their sympathy and gratitude to France. They recall the Chinese proverb that: "If from one thousand paces one sends a feather, the gift is light but the friendship heavy," and conclude "that is exactly our case."—*Reuter*.

New facts concerning the life of Goethe make interesting reading, especially with "the woman in the case." The recently discovered memoirs of Karoline Jagemann, soon to be published, tell much of the past German poet's despotic ways as a theatre director. Fraulein Jagemann declares that there was a touch of pederasty, too, in his demeanour and a stiffness and reserve that ill became his Apollo-like appearance. But in his management of the theatre he was, it is asserted, the least happy of all. His treatment of the rank and file actor was anything but generous, or even fair, and hence dissatisfaction abounded wherever Goethe had an interest or ruling voice. It is in a critical view of the author of "Faust."

RADIO PICTURES HAVE DRAWBACKS.

BEWARE STATICS.

American newspapers are featuring close-ups, middle-views and long-shots of incidents of interest in England, rushed to their shores by radio and cable, thus marking a new rear-forward movement in scientific progress, comparable only to the creation of reversible handkerchiefs and non-squeaking chewing gum.

The outstanding virtue of the majority of cable or radio photographs is the remarkable haste with which they can be rushed from any given point to the editor's main page. A striking Cockney can get his blow-in at noon on Thursday and the American reader's favourite paper will have the entire spectacle including the cross where the body fell, in his own privately-controlled lap some forty minutes later.

The near-sighted aunt from Mammyton, Pa., may complain that she has taken better pictures with her No. 2 Brownie, but science must exact a little discouragement. At the same time radio pictures have more drawbacks than hunting tigers with a pink ribbon sling. You never know when some amateur in Hopscotch, Miss., is going to tune in and change a full length portrait of the Prime Minister shaking hands with himself, into a Charleston rhythm with variations.

Or when loud and ponderous static is going to blot out his nose, curdle his ears, or unscramble his long flowing Dunderbarys.

We can perhaps imagine broadcasting in the future on the following line: This is Station X2X broadcasting a picture of the Prince of Wales riding a horse, and Joe Buckett, winning a fight. This is the most remarkable example of fake photography known to the art.

And between enthusiasts: First: What do you think? I got Bermuda on my crystal set last night. Second: Go off and expire. Why, I got an autographed picture of the Knight of the Bath, with soap and everything.—J. W.

WHITEAWAY'S PROFITS.

A SUCCESSFUL YEAR.

The report of the Directors of Messrs. Whiteaway, Laidlaw and Co., Ltd., for the year ended February 28th, 1926, states:

The account show a Profit of £128,492 9s. 1d., and, after providing for the payment of the Preference dividends to 31st December, 1925, and an interim dividend on the Ordinary shares paid 1st December, 1925, there is a balance of £107,707 6s. 2d. which the Directors recommend shall be appropriated as follows:—

To pay a final dividend of 9 per cent., making 14 per cent. per annum, free of tax, on the ordinary shares.

To pay to the Trustees of the Employees' Provident Fund £1,000; and to carry forward the balance of £53,663 2s. 2d. to the next year's account.

BIG BUILDING PLANNED.

MONUMENT TO FASCIST REGIME.

Rome, June 11.

His Holiness the Pope has given an audience to a Buenos Aires architect named Mario Palanti, who has come to Rome to submit plans for the building of a sky-scraper, 44 stories high, and intended as a monument to the Fascist regime. The building will contain an hotel of 2,000 rooms and auditorium seating 13,000 people, Roman baths and churches, which will be the highest in Rome.—*Roma*.

Apparently the local Roman Catholic clergy in Harbin are intent on following the lead of Rome concerning the present day modes for ladies. On a recent Sunday morning at the entrance of the Catholic Church stood one of the church wardens, who refused admission to both ladies and children whom he considered too lightly clad. Ladies who were considered to be too décolleté and who wore dresses without sleeves were turned back, and had to return home and change before they were allowed to enter the church and the same thing happened to girls wearing socks instead of stockings.

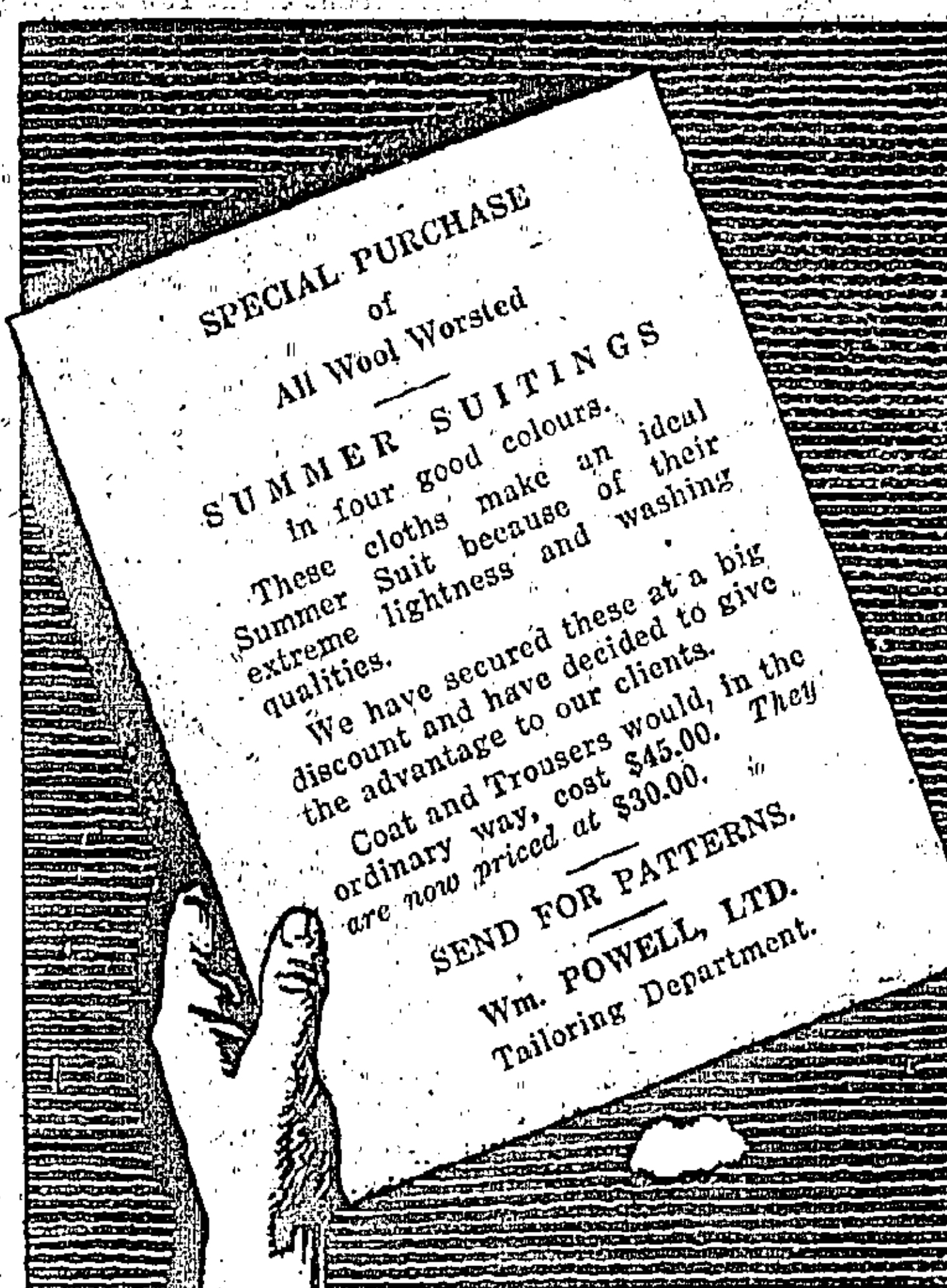
THE "COMFORT" SPORTS SHIRT.

3.00. each.

3 for 8.25.

LANE, CRAWFORD, LTD.

MEN'S WEAR STYLISTS.



THE ARTIST IN BUSINESS.

A POSTER EXHIBITION AT KING'S CROSS.

The exhibition of posters, held in its Board Room at King's Cross, by the London and North-Eastern Railway gives rise to many reflections. Over fifty posters are on view, some very good and others not quite so good. Among the contributors are many artists of ripe ability—Frank Newbould, Walter Bayes, Russell Flint, John Hassall, H. M. Bateman, Fred Taylor and others.

It now seems quite a long time ago that the late Thomas Barratt obtained Millais's permission to use his "Bubbles" to advertise soap, in exchange for a cheque for £1,000. Art found a new patron in commerce. The hoardings began to be decorated with the efforts of Beardsley, Phil May, Harry Furniss, the Beggarstaff Brothers, and of that exceptional colourist, Dudley Hardy. In those days it could be most truly said that the hoardings had become the people's picture gallery. This high standard was upheld for some time and then fell away.

The railway companies brought about a renaissance by employing the best-known artists to give their own presentments of health resorts and places of interest. The North-Eastern Railway in its fourth exhibition has very efficiently carried on this tradition, and, under its aegis, some very fine work has been done. Yet one may beg leave to doubt whether the artists have been given an entirely free hand. If so, their invention or their power of selection is not quite on a par with their skill and technique. Where, for instance, Mr. Russell

Flint finds such a delightful composition ready to hand as the remains of an old castle within bow-shot of the sea and sands; he has only to place the figures, the bare shoulders of one of them gleaming under the rays of the sun, in the foreground, and, with his keen appreciation of values, we have a picture of such local interest and so vital in character that one is seized with a desire to visit Scarborough Castle. But, on the other hand, despite the extreme cleverness of the treatment, the point of view selected by so many of the artists represented in this exhibition does suggest that the artist or his patrons fail to credit the onlooker with being quite aware that all watering-places impinge on the sea, and that piers and bandstands are among the features which we have learned to expect at these places.

The Underground Railway led the way with a positive trumpet-call to good work, and, although the North-Eastern posters are hardly less admirable, one is impressed with the possibility of the movement becoming congealed, if not static. The remedy may be to give the artist an entirely free hand and encourage him to use his courage to the extent of presenting us with the unexpected, which, with its pleasant shock of surprise, will provide what, after all, the company wants most, and that is—good advertisement.

A journalist living near Covent Garden was awakened by a strange parrot that perched screaming on the rail of his bed. A daily air service between London and Brussels has been begun by a Belgian company, using British Handley-Page Rolls-Royce air liners.

Ladies' WHITE NUBUCK and KID SHOES

ONE & TWO STRAPS

EASY FITTINGS IN ALL SIZES

A SPECIAL LINE

Only \$8.00 Per Pair.

CALL & SEE THEM AT

Wm. Powell, Ltd.

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A LIGHT GERMAN LAGER

THE IDEAL BEER FOR HOT WEATHER

NOTE THE PRICE

Obtainable from all leading Stores.

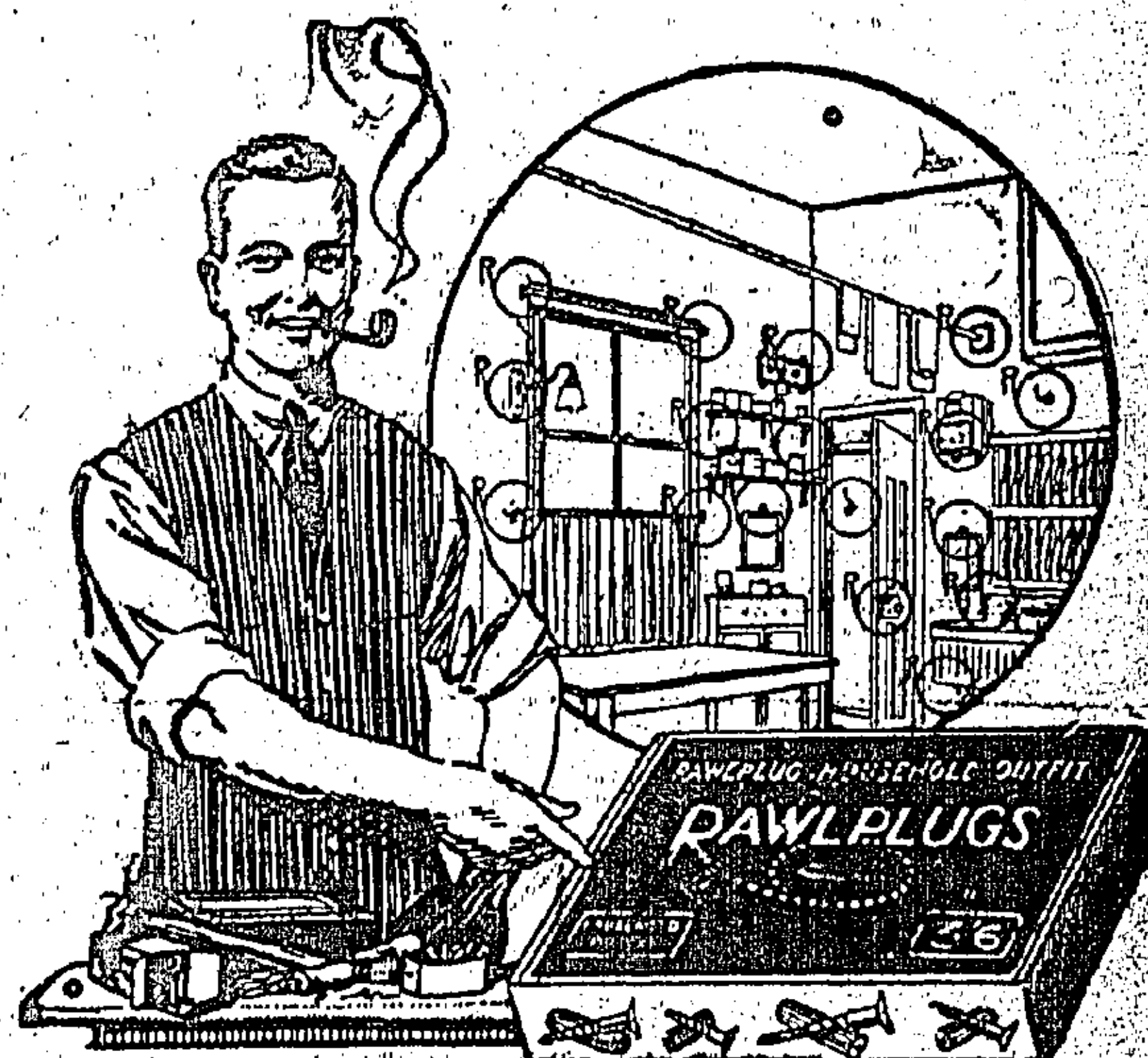
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The Rawlplug Outfit contains everything necessary to enable anyone, without previous experience, to do these jobs himself.

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Let us quote you for your requirements. Samples of any type of tiles sent on request.

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JUST RECEIVED

A new shipment of:-

"DR. PIERRE'S"

DENTAL GOODS

- AND -

"FORVIL'S"

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Arrangements have now been completed whereby Ford Owners are enabled to purchase

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AT REDUCED PRICES.

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AUTHORISED FORD DEALER

6, Queen's Road Central ... Tel. C. 4895.

Chatham Road, Hunghom ... Tel. K. 1216.

OIL IN JAPAN.

PETROLEUM DISCOVERED IN 668 A.D.

That the existence of petroleum in Japan was noticed by its people as early as in the seventh century, can be confirmed by referring to the country's history, in which it is recorded that in 668 A.D. the people of Echigo paid homage to the court of Emperor Tenchi, offering a marvellous liquid called "Moyurumizu," or inflammable water, which must have evidently been the natural oil.

For nearly a thousand years following the event just mentioned petroleum was looked upon more as a wonder of nature than as a heat and light producing agent; and though the oil was utilized to a very limited extent in some sections of Echigo, by collecting it from seepages and shallow dug wells, more than three hundred years ago, the actual history of the Japanese oil industry dates back to the early part of the Meiji Era (1868-1912), when the Japanese found out the newly-imported kerosene to be a refined product of petroleum.

This knowledge led to an activity in digging for petroleum in oil-bearing territories in Echigo, and refining the product for obtaining the new illuminating oil—though in a very crude manner based on information obtained from books. The prospecting of those days was a regular wild-goose chase, there being nothing to go by except oil seepages and gas pools which are often quite misleading.

Government Memorialised.

In order to obviate this difficulty Mr. Kusumi of Echigo, one of the ex-directors of the Nippon Oil Company, with two of his associates, memorialised the government in 1869 to have instituted a systematic investigation of the oil deposits in his province. Though this did not receive prompt attention, the Home Department eventually detailed Prof. Benji Smith Lyman, an American geologist in the service of the Department, to go to Echigo to make a geological survey of the oil-bearing territories of that province, in 1876. Prof. Lyman left Tokyo in July of the same year with thirteen assistants, and after making a rough reconnaissance of prospective oil fields in Shinano, proceeded to Echigo. Each assistant was assigned a certain territory, and the work was started at once, the professor assuming general supervision, besides personally studying the geology of the sites of all dug wells, as well as those of oil and gas seepages throughout the province.

He remained in the field till November, and returning to Tokyo made a full report to the Home Minister in January of the following year. The government published his report with maps indicating the location, extent and geological features of the prospective oil fields, giving prospectors something to go by for "wild-catting" more rationally than he had been doing. Quite an excitement ensued for acquiring leases in the territories considered promising according to the Prof. Lyman's maps, and the activity in digging for oil was resumed with added vigour.

Amaze Centre of Activity.

Amaze, a small seaside town on the coast of Echigo, on the hill back of which already existed some old dug wells, became the principal centre of this activity. This hill was soon covered with newly dug wells, and digging followed the trend of the oil sand through the town, down to the beach, and even, out to the sea. Some of the wells worked out with a daily production of 20 koku (1 koku=136 barrels of 42 U. S. gallons), but, in anticipation of finding a richer sand beneath the deepest one that could be reached in dug wells—which was about 600 feet—repeated efforts were made to drill a deep well with American rig and tools. The results, however, were a complete failure, owing to the lack of proper technical knowledge, and the imperfection of the outfits used, and the honour of being the first successful driller was reserved for the Nippon Oil Company later on.

The Nippon Oil Company was incorporated in May of 1888 with a capital stock of ¥150,000, and, unlike other companies then existing, the Nippon had on its board of directors only men of the highest social and financial standing, including Mr. H. Naito, the ex-President, who is one of the most prominent men and a leading spirit in modern Japanese oil circles.

The Company started operations by digging several wells on one of the holdings secured on Amaze, and though these wells gave a paying production, placing the owner on a good footing from the start, the first move by which it was able to lay a secure foundation for future success was the introduction of the American method of drilling. The Company sent for a complete set of drilling outfit and an expert driller, placing the matter in the hands of the Japanese Consul at New York.

Drilling Started.

On their safe arrival at Amaze in the fall of 1890, a derrick was rigged over one of the old dug holes and drilling was started in December of the same year. The well was completed in April of the next year to a depth of 1,000 feet, and initially produced 40 koku a day of very fine oil, having a gravity of 42 deg. Bc. Thus encouraged, the company drilled several wells in succession and struck oil in all of them, at depths ranging from 1,200 feet to 1,500 feet, and producing from 30 to 180 koku a day. This decided success opened a new era in the history of the Japanese oil industry, and led to the subsequent rapid development of Amaze and other fields as well, not only by the Nippon, but by other companies also.

While the Nippon was meeting success with the American system of drilling in Amaze, the late Mr. Yamada, who became later the President of the Hohden Oil Company, and a few others were digging several test wells in Uruse on the slope of a hill lying to the east of Nagasaki, one of the largest towns in Echigo. Meeting with a fair amount of success, they organised, in 1891, a couple of small companies, which, amalgamated with a few others, incorporated later, and became the nucleus, round which grew up the Hohden Oil Co. Others followed their lead, the movement resulting in rapid development not only of Uruse but of the entire territory now known as Higashiyama, and Nagasaki became a centre of an oil boom, small producing and refining companies coming into existence in rapid succession.

Good Sand Struck.

The Nippon, which had been vigorously prospecting in some of the territories outside Amaze, struck a very good sand in Nagamine at the comparatively shallow depth of about 550 feet in 1893, the best drilled turning out to be a "gusher," producing 80 koku a day. The Hohden and other companies, attracted by this good find, flocked to the neighbourhood, this action resulting in a boom throughout the entire Nishiyama district, and the springing up of another oil centre in the town of Kashiwazaki, to where the head-office of the Nippon was removed from Amaze, and a large refinery was built in the same town in 1899. Just about this time the fast declining dug well field of Niitsu commenced to show signs of revived activity, due to the introduction of portable drilling rigs by the Nippon, and of a peculiar method of hand-drilling known as Kazusabori, invented by one Uyeno.

Fields developing, and production increasing, the oil industry attained a stage requiring for its further progress a more adequate knowledge of advanced methods in the art.

President Naito of the Nippon, for this end, visited America and Russia in 1891, taking with him the superintendents respectively of the producing and refining departments of his company. Their visits led to the introduction of a great many improvements in different branches of the old business.

Since Mr. Naito's tour above mentioned, other directors as well as experts of the Nippon, from time to time, went abroad, and contributed toward the promotion of the oil interest by what they brought back. Whenever a decision was made to introduce an innovation from abroad, the Company had been making it a policy, to send for a complete outfit required, together with an expert, who was fully competent in handling the particular kind of outfit. Within the past few years, the Company introduced the American rotary drilling and Russian system of continuous distillation, and installed gasoline, wax and cracking plants, all of which made a great success right from the start, and it is the above stated policy carried out that made these possible.

Record-Breaking Gusher.

In May, 1914, the Nippon brought in a record-breaking

PRINCE HENRY AT R.A. BANQUET.

"OUT OF KINDERGARTEN STAGE OF CURRICULUM"

"My eldest brother being abroad and my second occupied with other important affairs, I find myself called out as third reserve," said Prince Henry, who was the principal guest at the Royal Academy banquet at Burlington House recently.

"I am glad to seize this opportunity," continued his Royal Highness, "of leaving the kindergarten stage of the curriculum of my family, which I have been told is not left till one has spoken at the Royal Academy dinner. (Laughter.)"

"I regret that my knowledge of artistic matters in no way transcends that of many who know nothing about pictures, but know what they like. I am well aware that artists who get hung in the Royal Academy are among the cleverest people living. Their genius always leaves me spellbound, and to me they represent beings of another world."

150 YEARS AGO.

To provide a full opportunity for the study of outstanding modern pictures and sculpture is one of the most important functions of the Royal Academy, continued Prince Henry. During more than 150 years it has provided successive members with that training and appreciation which is indispensable to the very fullest enjoyment.

Many hard things have been said from time to time of the Royal Academy. It has been charged with exclusiveness, with undue conservatism, with positive reaction. Art students regard it with intolerance, which each successive rejection notice augments. (Laughter.)

Young artists in the pride of first achievement turn from it petulantly, disdainfully or despairingly, often, I rejoice to note, only to be gathered into its fold when maturity has strengthened the artistic vision and perfected accomplishment.

"In the welter of so-called modern movement of pictures, which exaggerate and distort nature, pictures which leave me (it may be my fault) entirely bewildered; it is, I think, not the least part of the Royal Academy's importance that it should stand solidly as it does for all that is strong, sane and healthy in artistic endeavour."

ADMIRAL ARTIST.

Admiral Sir Charles Madden, replying for the Navy, said his personal connection with art finished many years ago when he passed out of the Britannia as a cadet. He heard the name of "Cadet Madden" read out as winner of the second prize for drawing. (Laughter.)

He was about to raise his cap and advance his left hand to receive the prize when he met the eye of the captain with what novelists called an arresting glance. He halted, and then heard the captain say that he regretted the standard of drawing was so low that the second prize would not be awarded. (Laughter.) After that he thought he had better devote his energies to a more practical side of the profession.

Sir Frank Dicksee, the president, paid a tribute to the memory of the late John S. Sargeant, and said that the fund associated with his name to encourage young artists had reached £3,000. It was proposed to close the list at the end of the month.

gusher in Kurokawa lease, Akita Prefecture initially producing 10,000 bbls. a day. Since the several gushers, though not so large, came in, changing the entire situation of the Japanese oil industry, the Nippon have removed the head-office to Tokyo from Kashiwazaki.

After the frequent increase of capital, the Nippon, in order to meet requirements arising from the expansion of its business and situation, amalgamated with the Hohden Oil Co., one of the two largest oil concerns in Japan in October 1921, and the capital increased to ¥80,000,000. Recently Mr. Naito who had been the president for more than 39 years, ever since the company was first incorporated, resigned his post on account of the decline of his health; and, at the director's meeting, on March 25, 1925, Mr. K. Hashimoto, the vice-president of the company, was unanimously elected to that post.

THE HAPPY WIFE.

A BRIDGE PARTY STORY.

By Kathleen O'Brien.

"You know, K., said Linda, "Agatha Pinkerton isn't by any means a bad woman. She may be deficient in a sense of humour, but, like many such, she is very kind-hearted. I once saw her give a penny to a decayed-looking old gentleman in the street with a Japanese fiddle and seventeen starving children—at least, I think it was the Seventeen-Starving-Children card he was wearing that day, or it may have been the Totally-Demented one he keeps in reserve while the other's being repainted; and she always gives a gratuitous glass of barley-water to the window-cleaner over and above his professional charge. A woman with this rich vein of strong, deep humanity may be a ghastly bore, but she cannot be wholly iniquitous."

"My chief complaint about Agatha Pinkerton, the reason why she provokes me almost more than any other woman I know, is that she is so screamingly happy in what she would term her wifehood."

"Do not misunderstand me, K. I have no objection to married people being happy, as often happens even in the best regulated unions. I am not a soured spinster mouthing her malice over the spectacle of the conjugal felicity of Agatha Pinkertons. I like people to be decently happy, even when they are Agatha Pinkerton. But happiness is a jewelled ornament that should be worn both gracefully and judiciously; wear it self-consciously, with a just-look-what-I've-got-on expression, or at the wrong time, like the wife of a nouveau-riche wearing her diamonds at breakfast, or with the wrong clothes, something no discriminating woman has any earthly right to be happy in, and you are committing the social sin of bad form; like Agatha Pinkerton."

"Agatha Pinkerton is a woman who came unexpectedly into an excess of happiness for which Nature had not prepared her. One expected her to marry, of course, for she is not unattractive, despite her crooked front teeth, and one wished her good luck, and all that sort of thing. One was quite glad, when one remembered to be; that she had the protection of a good man's love, and so on. But that she should go round beaming forth a superlative felicity for which there seems no adequate reason, and that is obviously the birthright of brilliant, delightful women; that is a breach of taste I find it hard to forgive."

"She comes to a bridge-party, and is placed at your table. You say, to make conversation—Agatha Pinkerton is one of those people with whom one always makes conversation—'Do you play bridge much?' She replies, 'Yes, a good deal. My husband is very fond of a game. He always likes to play with me, as we understand one another's games so well. It is so fortunate; we play everything together—golf, tennis, bridge, dancing. He says he would rather dance with me, though' (playfully) 'we are an old married couple' (you murmur politely, 'Not at all') 'than with anyone else, as our steps fit so well. He calls me—just for fun, you know—his dancing-partner for life.'"

"You laugh joylessly, and say, 'Really? how nice... one no trump.' And you know Agatha Pinkerton is thinking, 'Poor woman! How hard for her not to have found her Mate! For Agatha Pinkerton is one of those people who always think of marriage in terms of Mates. You long to reply to her unspoken thought, 'Not at all! Mates are frightfully old-fashioned—everyone who counts is going in for the up-to-date sheikh now—besides, your old Alfred isn't anything so particularly bright in the Mate line. He's a nice old thing, and I'm quite glad he's kind to you and doesn't knock you about, but to be as fatuously happy as you are with a quite ordinary Mate like Alfred, is, my dear girl, not only absurd, but a little vulgar.'"

"When at the end of the bridge-party, you rise to go, you look out of the window and see that it is raining."

"'Bother!' you say, 'and I forgot to bring my umbrella!'"

"How tiresome!" says Agatha Pinkerton, 'I forgot mine, too. But my husband—you feel it is only by an effort of self-control that she refrains from saying 'my mate'—'my husband is sure to come and meet me, and bring an umbrella.'"

ESKIMO'S FEAR.

CAPTAIN WILKINS DESCRIBES HIS FLIGHT.

The arrival of our aeroplanes at Point Barrow, where we had been awaited for a fortnight, caused a tremendous sensation, and the entire population of 200 Eskimos and a dozen white people rushed pell-mell to the landing field which had been prepared by the Eskimos, writes Captain G. H. Wilkins to the *Manchester Guardian*.

The teacher at the school told me that had she not stepped aside she would have been trampled upon by the school children, who stampeded from the classroom when the aeroplanes hovered in sight. The stupefaction of the Eskimos at the sight of an aeroplane was related to me when I got to Barrow. One Eskimo driver of a dog team, over whom we had down a few hours before approaching Barrow, hid his sledge and would not emerge until an hour had elapsed, when he drove off like one possessed towards Barrow and reported that he had seen a timgiatt tokuk, the Eskimo for a "flying devil." The fellow, although later shown the aeroplane as a human contrivance, refused to approach it on the field, believing that it had something to do with witchcraft. The Eskimos call the aeroplane timgiatt.

Some of them remember me when I was here with Stefansson's expedition in 1913, and they call me "Cap," while Pilot Eliason is familiarly called "Ben"—his nickname with us.

Our flight over the Endicott Mountains afforded me a view of the most rugged scenery I have ever seen in my exploring experiences. For miles and miles on end knife-edged and Saw-toothed ranges serrated the horizon, each more terrible than the one left behind. Beyond we found the tundra frozen and white as far as the aching eye could see. There was no twig, tree or knoll to break the monotony of this amazing white expanse. The low willow trees and frozen streams were covered with snow and therefore were not visible from the air. I saw three mighty herds of caribou (American reindeer) trekking over the snow. When we were on the point of reaching Barrow, the Eskimos danced their famous devil-chasing dance.

The plane is now safe at Fairbanks.

He always thinks of these things. He would never let me even get my feet wet if he could prevent it. He spoils me terribly!"

"You know she is thinking, 'Poor thing! No one to come and meet her with an umbrella—no mate with a mackintosh—how sad!' and you long to say, 'Why, that's just like my sheikh. He's sure to bring my goloshes along. He tears out handfuls of hair if he hears me even sneeze. And he's much better looking than Alfred.'"

"Do you see what I mean, K.?" concluded Linda. "I quite believe in every woman having as much happiness as she can gracefully wear. Agatha Pinkerton has come into more than her share. She is so conscious of her crown that it appears out of place and tiresome. She cannot wear it royally, like one of nature's noblewomen to whom her crown gives an added charm and dignity, for the simple reason that she completely forgets it is there."



WOMEN LOVE TO TALK

about the merits of Pinkettes because they know that one of woman's worst troubles is promptly and easily remedied by the occasional use of these dainty little regulators.

As gently as nature Pinkettes dispel sick headaches, liver attacks and biliousness, ensure daily regularity, clear the skin, purify the breath, Chemists everywhere sell Pinkettes, or post free, 60 cents the vial, from the Dr. Williams' Medicine Co., 60 Klange Road, Shanghai.

NESTLE'S

If you cannot feed Baby yourself and you want him to grow up healthy, strong and robust.

IT MUST BE FOR YOUR BABY



WOMEN'S INTERESTS

NESTLE'S

The correct choice of an Infant Food for Baby plays a large part in his future development.

IT MUST BE FOR YOUR BABY



Above are pictured three Society young ladies of Washington, celebrating a classical dance under the cherry blossoms.

FLOWER FASHIONS.

An upside down trail of flowers was the distinctive trimming of an evening frock shown at a recent dress show. Instead of hanging from the shoulder and diminishing towards the hip line, the rose trails of this gown began with big blooms fixed at the hem of the skirt and climbed up the dress, ending with wee sprays of buds and foliage at the waist.

It is an example of the popularity of flower fashions and also shows how the tendency is to revolutionise the old-establishing way of using flowers by turning them topsy turvy, or back to front.

If a woman wants to wear flowers, and fixes them exactly the reverse way from that which she regards as normal, she will be in the front rank of fashion.

Instead of wearing flowers at the front of the corsage of an evening gown, women are now wearing them at their backs, either low on the shoulder blade or at the extreme point of a very low-cut V-shaped back decolletage.

The tremendous popularity of the shoulder spray is also waning; a pretty girl the other night was wearing her orchids as a knee posy on her draped gown.

Little sleeves and a decorative neck band made from tiny, many-coloured flowers, appear on a new Paris model dance dress. The latest whim in jewellery is an ornament of diamond trolis work, upon which "grow" red roses and foliage of precious stones.

THIS WEEK'S RECIPE.

ORANGE SALAD.

Three large oranges, $\frac{1}{4}$ cup finely chopped nuts, $\frac{1}{4}$ cup chopped dates, tiny pinch of salt, lettuce, French dressing.

Peel oranges and separate into sections. Remove skin from each section. Allow one-half orange for each serving. Arrange sections on lettuce, sprinkle with dates and nuts and a very little salt. Pour over French dressing and serve. Chill the lettuce and oranges before mixing the salad.



This picture was taken at San Antonio, Texas, during the pageant of the Court of Jewels, which features the annual celebration of the battle of San Jacinto, when Texas won its independence from Mexico. The girl is Miss Lily Beat Frost, Duchess of Fire Opals.

FASHION NOTES.

A handbag, composed entirely of pearls or rhinestones deftly strung together on gold cords is one of the little accessories of this season that run into real money.

The watch fob of black silk with rhinestone buckle is very smart, peering from the whole vest that is the proper accompaniment to the tailored suit.



Here is seen a frock of rose beige georgette, elaborately trimmed with metal lace and all braid, choosing lines that are flatteringly slim. The bodice takes the new upward curve at its edge and catches in front with a fligree buckle set within red stones. Skirt features pointed flounce.

EARS.

Pale hot-house ears, that have been shielded from the wind and sun by the ear-concealing bob, have suddenly bobbed into style again. We had almost forgotten that ears were a part of one's anatomy!

Every girl who feels that she is lovely enough to show her ears, or have at least the lobe of her ear, is doing so. Young flappers are painting their pale ear-lobes a rosy pink, their cheeks and lips and it gives the ear the effect of blushing at its sudden exposure. A little blond turning at the knee, painted the entire ear a brilliant pink and with the hair brushed back severely after the true "boyish bob" manner, the effect was youthful, to say the least.

It behooves the matron to show as little of her ear as possible, regardless of style. For the first tell-tale lines of age come just in front of the ear. What looks rather sweet on the flapper in her teens is apt to prove disastrous to one in her twenties. Very few women can expose their ears or their foreheads, for that matter, regardless of their age.

Bobbed hair is as popular as ever and it will undoubtedly remain the style for many years to come. One no longer asks the barber if bobbed hair is going out of style because those who have bobbed hair don't really care whether it is stylish or not since it is comfortable, becoming and takes ten years off one's age.

Of course, bobbed hair requires more care than long hair since it must be continually waved and combed but in spite of this it is less burdensome than long hair. The head is cleaner and more comfortable.

The permanent wave is so successful these days that even hair that has been dyed or bleached may be permanently waved without injury. A few women choose to wear transformations over the short, boyish bob, since these match the exact colour of one's hair and may be worn for evening purposes. Even one's closest friends are not aware of one's transformation.



The lady is W. Scott Nearing, a young man from Lynchburg, Virginia, who is taking a part in the Harvard Hasty Pudding Club musical comedy, "1776."

We notice of late that black combined with pink is popular at evening occasions. For instance, a black lace frock may have a slip of black chiffon with a set-on hem and yoke of pink, or, a black chiffon gown may have a pink panel falling from shoulder to hem-line. Black taffeta gowns of bouffant type often have the irregular hem faced pink. Since the irregular hem is higher facing acts a trimming.

"Salome must wear more clothes." This is the edict which has been pronounced by the Lord Chamberlain of London after one fleeting glimpse of the American actress.

Miss Frances Carson, who plays the part of Salome in "Katerina," now appearing at the Barnes Theatre in one of London's suburbs.

Failure to obey the edict will result in the play being banned by the Lord Chamberlain; but the management of the theatre, it is understood, is taking no chance of further wrath on the part of the Lord Chamberlain and Salome, pending the creation of ampler garments, is to "do her stuff" in a shawl.

There is a very fascinating way

of wearing a scarf with a sleeveless summer afternoon frock, and that is to have a long strip—at least two and a half yards long—of the material, attach it to each shoulder and then twist it loosely round the arms. Just one twist, below the elbow, will keep it on the arms, and the long ends are left hanging almost to the hem. It is most convenient to have a frock which can be sleeveless in the house without making you either display bare arms in the street or wear a coat on a warm summer day.

EVENING FROCKS.

Evening gowns which flutter and flow, and are as diaphanous as a cloud, still lead the way.

Bracelets completely covering the arm are a glittering mass of jade, crystal, onyx and emeralds in an equally colourful setting of enamel. These stones are large square plaques and are placed one on the top of the other.

Uneven hemlines are more irregular than ever, while one side of a dress may take your breath away with its daring shortness, the other reaches practically to the ground.

A chiffon sash supplants taffeta on many frocks.

Scarves, if they are worn, are wound round the throat.

A successful and still very fashionable type of dance frock is the one which consists of a semi-fitting sleeveless tunic in lame and a pleated skirt of crepe de Chine.

The separate sleeve has a distinct vogue. Draperies hung from the arm, where they are secured above the elbow with bracelets studded with coloured stones, are very effective.

CREPE DE CHINE BLOUSES.

The old-fashioned white crepe de Chine blouses, without which, once upon a time, nobody considered herself well turned out, are returning to fashion. Nor are the new jumper models so very different from their forerunners, in that they cling to hemstitched embroidery, drawn thread work, diamonds, and biased bands of material stitched in place with a contrasting thread.

The more fanciful models are lightly patterned in front with a group of pierrots stitched with black, or bands of conventional almond blossom. Sprays are also finely picked out with black silk, or perhaps silver thread. Designs completely fashioned of tucks are another favourite fancy. This revival is put down to the return of the enveloping cape for utilitarian purposes. Combined with a matching, or even a pleated crepe skirt, the crepe de Chine jumper creates a charming little suit for wear underneath.

BLUSH PEARLS.

This new and sudden vogue for pink pearls sometimes makes it necessary for one to alter one's scheme of attire and furnishing, so as to emphasise the pale pinkness of these jewels. When these pearls are seen at the throat or ears of a fashionable lady, the chances are that this shade will be repeated in the posy at the waist of her silver frock, or in her patterned gossamer scarf. In fact, should you be surprised to see a number of new pink velvet cushions in your friend's drawing-room, you may look for her new, pink-stoned ring or necklace.



A spider web, yoke of net, marked out with pearl bead dew-drops, makes a charmingly captivating top for this robe de style. Scalloped bindings edge the full skirt bottom for which a deep hem of net and pearl beads makes a pretty finish.

TO-DAY'S TEST MATCH.

Australians Now in England.



A. RICHARDSON,
(South Australia).



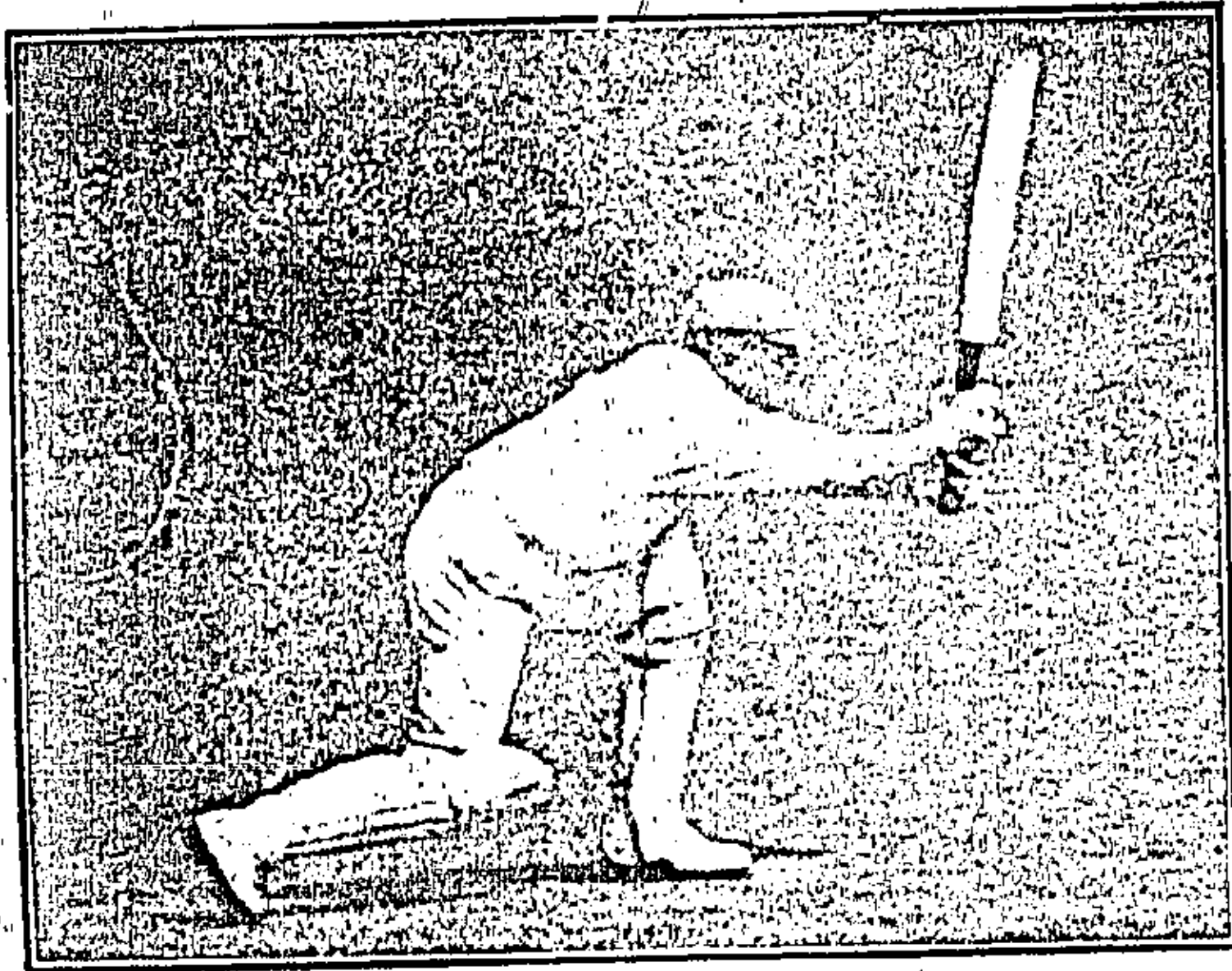
J. M. GREGORY,
(New South Wales).



N. L. COLLINS,
(New South Wales).



J. S. RYDER,
(Victoria).



C. J. MACARTNEY,
(New South Wales).



H. L. HENDRY,
(Victoria).



J. M. TAYLOR,
(New South Wales).



W. A. OLDFIELD,
(New South Wales).



W. PONSFORD,
(Victoria).



A. A. MAILEY,
(New South Wales).



W. M. WOODFULL,
(Victoria).



J. L. ELLIS,
(Victoria).



T. J. E. ANDREWS,
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(New South Wales).



W. BARDSLEY,
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"PHEMIUS" 29th June. Marseilles, London, R'dam & H'burg
"DARDANUS" 13th July. Marseilles, London, R'dam & H'burg
"HECTOR" 28th July. Marseilles, London, R'dam & Glasgow
* Call at Copenhagen.

LIVERPOOL SERVICE

"KEEMUN" 12th June. Genoa, M'les, Havre, L'pool & G'gow
"BELLEROPHON" 1st July. Genoa, M'les, Havre, L'pool & G'gow
"TYDEUS" 20th July. Genoa, Havre, Liverpool & Glasgow
"OANFA" 20th Aug. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via KOBE & YOKOHAMA.
"TALYBULUS" 23rd June. Victoria, Vancouver & Seattle.
"PHILOCTETES" 15th July. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"LAOMEDON" 16th July. New York, Boston & Baltimore
"DOLUS" 27th Aug. New York, Boston & Baltimore

PASSENGER SERVICE

"HECTOR" 29th July. Singapore, Marseilles & London.
"SARPEDON" 28th Sept. Singapore, Marseilles & London.
"PATROCLUS" 20th Oct. Singapore, Marseilles & London.
"ANTENOR" 17th Nov. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced rates.

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STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Vancouver	Arrive
EMPRESS OF ASIA	Jun. 24	Jun. 27	Jun. 30	July 3	July 12	
EMPRESS OF CANADA	July 9	July 12	July 14	July 17	July 26	
EMPRESS OF RUSSIA	July 22	July 25	July 28	July 31	Aug. 9	
EMPRESS OF AUSTRALIA	Aug. 6	Aug. 9	Aug. 11	Aug. 14	Aug. 25	
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6	
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20	
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4	
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1	
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15	

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
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S. S. "OAKPARK" will sail ... June 16th

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Thence BOSTON and NEW YORK

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Pres. Monroe July 6—8.00 a.m.
Pres. Harrison July 20—8.00 a.m.
Pres. Van Buren Aug. 3—8.00 a.m.

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TO SAN FRANCISCO, VIA HONOLULU KOBE AND YOKOHAMA

Fortnightly Sailings

Pres. Cleveland June 20—12 noon
Pres. Pierce July 4—12 noon
Pres. Taft July 18—12 noon

Dollar President liners offer you luxurious travel comforts. All staterooms are outside, rooms, well-ventilated and cooled by electric fans. They are furnished with beds (not berths), each having an electric reading lamp. Staterooms with private bath, and all have hot and cold running water. The spacious steel swimming tank is always filled with clean sea-water. Decks are broad, and the use of oil-fuel insures their cleanliness. DOLLAR LINE cuisine is world-famous—varied fare prepared under the direction of skilled chefs. Orchestra music enlivens the voyage. All these travel advantages are yours when you sail on Dollar President liners.

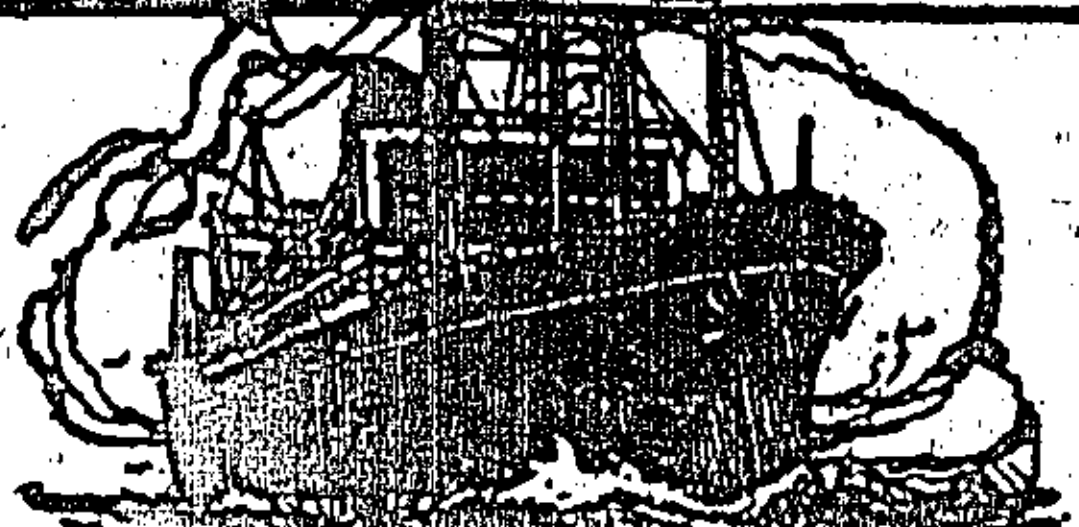
TO MANILA

Pres. Pierce June 26—3.00 p.m.
Pres. Monroe July 6—8.00 a.m.
Pres. Taft July 9—3.00 p.m.

For passenger and freight rates, apply to
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The fast "Short Route" to the United States!

SEATTLE & VICTORIA via SHANGHAI—KOBE—YOKOHAMA

S.S. "PRESIDENT McKINLEY" June 21st, 5.00 p.m.
S.S. "PRESIDENT JEFFERSON" July 3rd, 5.00 p.m.
S.S. "PRESIDENT GRANT" July 15th, 5.00 p.m.

EUROPE £120—£112

*First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice or Trans-Continental Railway. Any Line on the Atlantic. Through accommodation and Booking Arranged.

FOR MANILA

S.S. "PRESIDENT McKINLEY" June 13th, 5.00 p.m.
S.S. "PRESIDENT JEFFERSON" June 25th, 5.00 p.m.
S.S. "PRESIDENT GRANT" July 7th, 5.00 p.m.

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THE EAST ASIATIC Co., Ltd.

COPENHAGEN

The M. S. "AFRIKA"

will be loading for Marseilles, Rotterdam, Hamburg, Copenhagen and other Scandinavian ports on or about
29th. June 1926.

Further Sailings:— { Expected on or about. Will leave homeward bound on or about.

M.S. "Peru" 12th July
M.S. "Malaya" 20th July
M.S. "Danmark" 2nd August

Subject to change without notice.

For further particulars please apply to:—

JOHN MANNERS & CO., LTD.

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HOME LEAVE

If you are going on Home Leave next year register for accommodations now in order to secure the best space. Bookings made on all Steamship Lines tariff rates. Through tickets to Europe via United States and Canada. Complete information given as to Railways, Hotels, sight-seeing, etc., en route. Baggage and Accident Insurance. Shipments of all kinds handed to all parts of the World. Carry American Express Travellers' Cheques.

For complete information apply

THE AMERICAN EXPRESS CO., Inc.

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Telephone C. 4625.

CONSIGNEE NOTICES.

LOYD TRIESTINO
NAVIGATION COMPANY.

The Steamship,

"ESQUILINO,"

From KARACHI, COLOMBO,
PENANG and SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 7th instant.

All claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 23rd instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 10 a.m., by our surveyors Messrs Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents.

Hongkong, June 7, 1926.

THE NORWEGIAN AFRICA
AND AUSTRALIA LINE.

The Steamship,

"TYSILA"

The above vessel having arrived from Norway via ports on 7th June consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous, and/or extra hazardous godown of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

CONSIGNEE NOTICES.

SERVICE CONTRACTUELS DES
MESSAGERIES MARITIMES.

The Steamship "PORTHOS."

Consignees of Cargo from MARSEILLES, &c.

In connection with above Steamer are hereby informed that their goods with the exception of Oil, Tins, and Valuables are being landed and stored at their risk into the Godowns of the Hongkong, Kowloon Wharf and Godown Co. Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 7 a.m. to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 14th instant, at Noon, will be subject to rent and lading charges.

All claims must be sent in to me on or before the Thursday, the 17th inst., or they will not be recognised.

All damaged packages will be examined on Monday, the 14th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

J. LIMAGE,
Agent.

Hongkong, June 3, 1926.

Goods not cleared by 14th June will be subject to rent.

All broken chafed and damaged packages are to be left in the godown where they will be examined on 12th June at 10 a.m.

Claims against the vessel must be presented within ten days of arrival, otherwise they will not be recognised.

No fire insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

THORESEN AND CO. LTD.
Agents.

Hongkong, 7th June 1926.

HATE FOR SUCCESS.

ADVICE TO STUDENTS.

This is some of the racy and unconventional advice given by Mr. Kenneth Bell, Balliol College, Oxford, to the National Union of Students.

Don't become engaged to be married in your last year.
Don't get married at 24.
Don't have six children.
Don't get into an old-established business.

Don't ask advice if you have made up your mind.
Buy experience with cash if you can, but don't be afraid of paying for it on credit.

Emancipate yourself from old people.

The only career worth having is a career of adventure.

One of the arts of life is to know when and how to be selfish.

To get really well started on a career, said Mr. Bell, it is necessary to have a good hate, not hatred of persons, but of things.

Christianity was partly a religion of hate, and it was a capacity for reacting violently and emphatically against environment that had brought success to some of the world's greatest men.

Shelley was an example. He loathed everything connected with Oxford in his day, and his revolutionary temperament eventually made him one of England's greatest poets.

He found himself, as a lecturer of history, that teaching the docile scholar was most unsatisfactorily, but there was great satisfaction in teaching people who want to contradict you. (Laughter.)

In conclusion, Mr. Bell said that success in life, after all, depended upon not taking oneself too seriously. "Strive to attain your end," he said, "but do not worry overmuch about the intervening steps."

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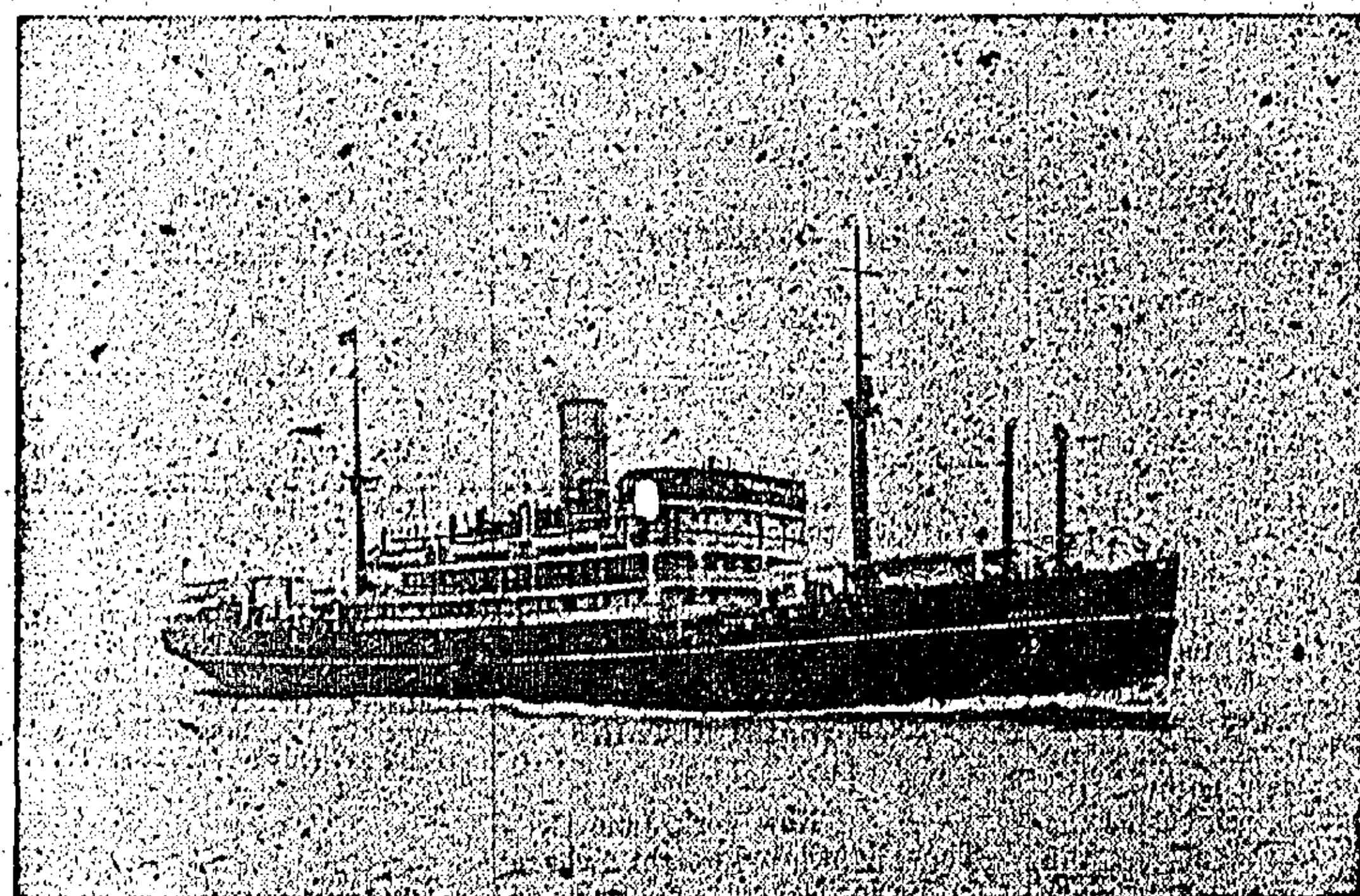
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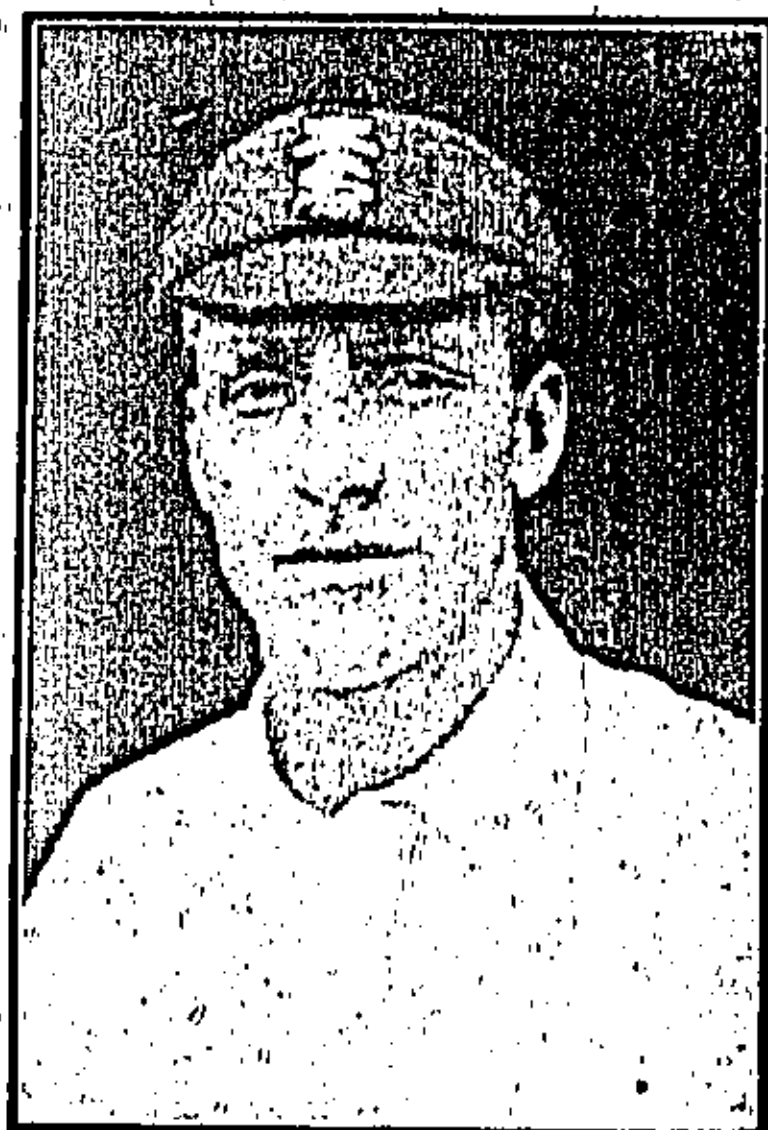
Passenger and Cargo Vessel. Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK Co. Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd. for Australian-Hongkong Service.

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England's Chosen Team.



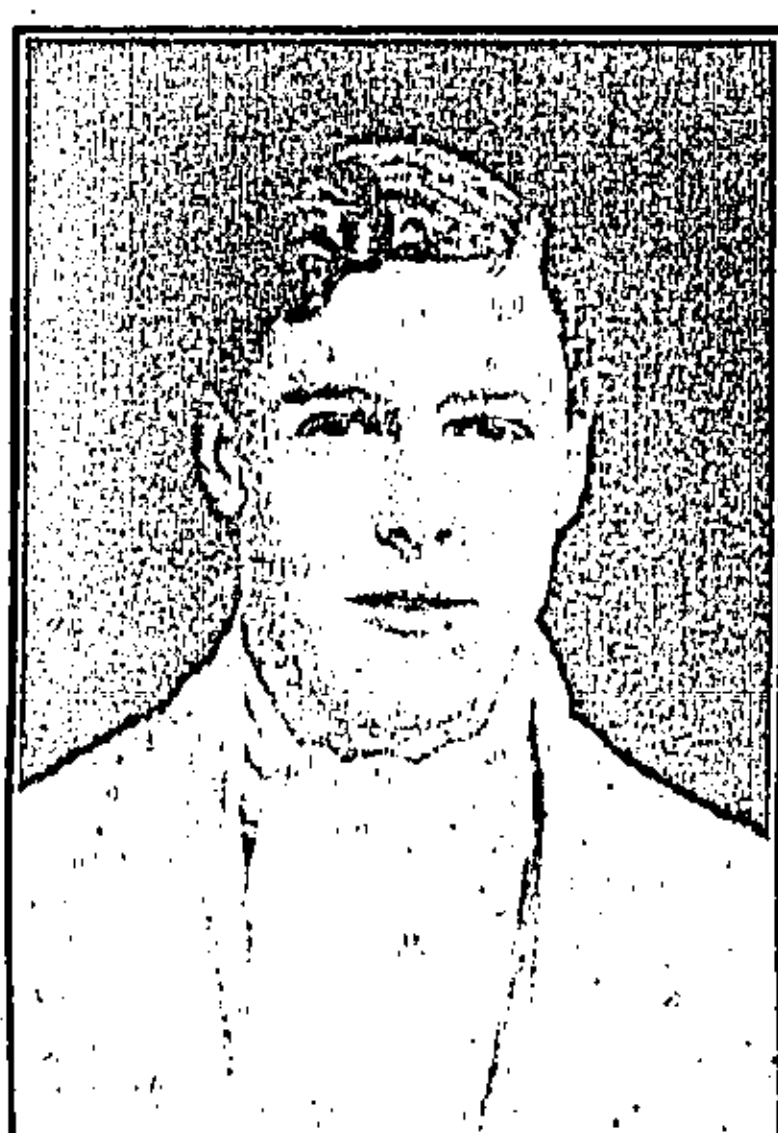
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J. W. HEARNE,
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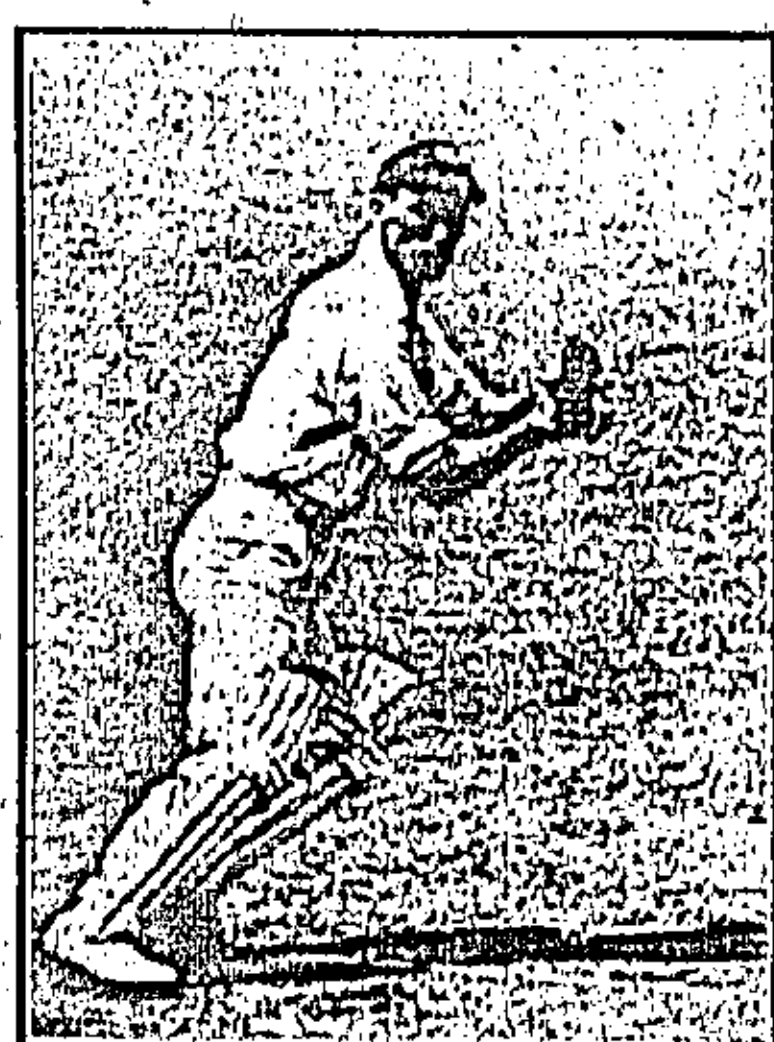
ROY KILNER,
(Yorkshire).



H. SUTCLIFFE,
(Yorkshire).



J. B. HOBBS,
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(Surrey).



MAURICE TATE,
(Sussex).



E. HENDREN,
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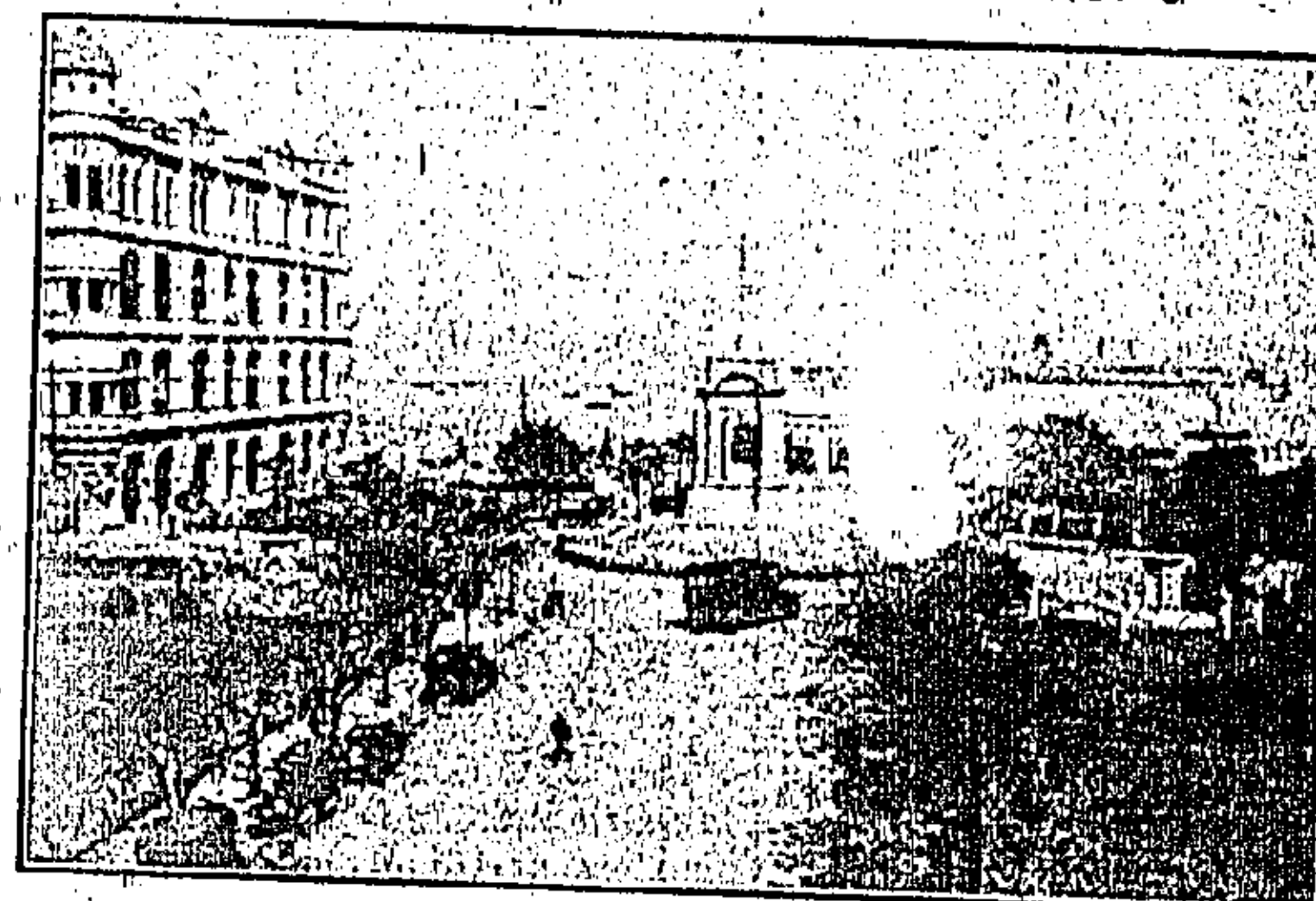
Fine Lisle in plain Black, White, Tan, Champagne, Buff, Dark and Light Grey \$1.00 per pair.
Super quality Silk with lisle tops & feet in colours as above \$2.50, \$3.50, per pair.
A large assortment of Fancy Socks in mixtures of Silk & Cotton or Silk & wool, ranging from \$2.00 per pair

WE ALLOW 10% DISCOUNT FOR CASH.

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We have just published an excellent album of views of Hongkong. Price—\$3.00 each.

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SIMPLEX PARTITIONS and Ceilings

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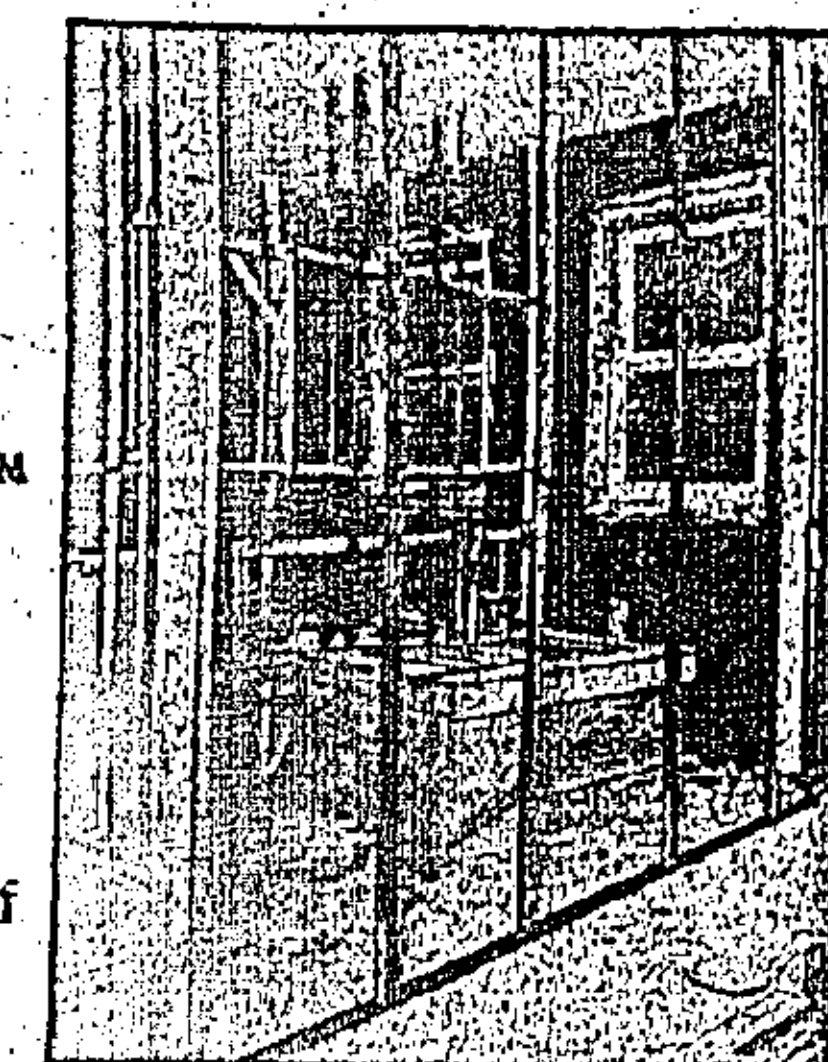


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THE MING YUEN STUDIO

(Battery Path.)

Official Photographers to the "H. K. Telegraph"

WHITEAWAY'S

Our Standard Values in Trunks

THE "OCEAN" Travelling Trunk



ONE OF WHITEAWAY'S STANDARD VALUES.

THE "OCEAN" TRUNK

Best three ply birch body, covered green proofed jute canvas, solid bottom tray, paper lined, two locks and leather handles. 36 inches size only.

STANDARD VALUE PRICE **\$15.00** Each

WHITEAWAY, LAIDLAW & CO., LTD.

Prepaid Advertisements

25 WORDS FOR \$1.00

(21.50 if not prepaid)

The following replies are awaiting collection—

1314, 1376, 1384, 1385, 1392, 1342, 1397, 1409, 1418, 1375, 1441, 1444, 1456, 1462, 1453, 1512 1516, 5

POSITIONS WANTED.

LADY, experienced teacher, is prepared to give English lessons to beginners or advanced students. Apply Box No. 11, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Furnished rooms in Kowloon, near to ferry, with or without board, at reasonable rates for particulars. Phone K.367 or Box No. 10, care of "Hongkong Telegraph."

TO LET.—From 15th June, Peak house, enclosed in own grounds. Ideal position, central, cool. Nine rooms, six bath; two tennis courts, also ten roomed house near St. Paul's for sale or lease. Small Investors. Tel. C.4630.

TO LET.—Soon vacant, half detached house, Magazine Gap. Ideal position, cool, excellent views, consists of suite of five rooms, two bathrooms, hot and cold water, use of telephone, lawn garage. Ample servants' quarters, entirely self-contained. Furnished \$275. Unfurnished \$250. For sale or rent "Derrington" Peak Road, beautiful house in spacious grounds, centrally located. Smaller houses also available. Houses, flats, buildings lots negotiated. Small investors, Tel. 4630.

FOR THIS WEEK'S BARGAINS IN MOTOR CARS AND MOTOR CYCLES, SEE SPECIAL ADVERTISEMENTS IN THE MOTOR SUPPLEMENT.

NEW CAFE.

we beg to notify that

PRINCE'S CAFE,

No. 11, Beaconsfield—

Arcade, just Opposite

THE CITY HALL,

will be Opening on 1st. June, 1926

Commodious & Attractive DINING & REFRESHMENT ROOM, OFFERING EVERY COMFORT.

PRINCE'S CAFE

Tel. C. 4637—Tel. C. 4637.



Holyoak, Massey & Co., Ltd.

Distributors.

Queen's Bldg. Tel. C. 678.

MASSAGE

Mrs. HANA INOKUCHI begs to notify her clients that she has returned to the colony, 6, Ashley Road, Kowloon. Tel. K. 764.

NOTICE.

IN THE SUPREME COURT OF HONGKONG.

COMPANIES WINDING-UP.

No. 1 of 1924.

In the matter of the Companies Ordinances 1911-1925 and

In the matter of the Chinese Merchants Bank, Limited, (In Liquidation)

Dividend of

Twenty-Five per centum.

NOTICE IS HEREBY GIVEN that a first dividend of Twenty-Five per centum has been declared in this matter, and that the same may be received at my office, Chartered Bank Building, Victoria, Hongkong, on the 15th June, 1926, or on any subsequent week day, between the hours of 10 a.m. and 4 p.m.

Upon applying for payment creditors must produce the notice sent to them together with any Bills of Exchange, Deposit Receipts, Pass Books or Securities held by them.

JOHN ELEMING, C.A.

Liquidator.

Hongkong, June 11, 1926.

CANADIAN PACIFIC RAILWAY COMPANY.

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Mr. P. A. Cox is appointed Acting Oriental Manager, with Headquarters at Hongkong, during the absence of the undersigned from the Orient.

ALLAN CAMERON,

Oriental Manager.

Hongkong, June 11, 1926.

KOWLOON-CANTON RAILWAY.

(British Section.)

The Public is hereby notified that the following trains on Sundays and Public Holiday will be discontinued until further notice:—

8.35 a.m. Kowloon to Shum Chun

5.20 p.m. Shum Chun to Kowloon.

H. P. WINSLOW,

Manager.

Kowloon, June 10, 1926.

PRINCE'S BUILDING & LAND CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE THIRD ORDINARY YEARLY MEETING of the Company will be held at its office Prince's Building, Hongkong, on Wednesday, 23rd June, 1926, at 3.00 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st March, 1926.

THE TRANSFER BOOKS of the Company will be closed from Saturday, 19th June, 1926 to Wednesday, 23rd June, 1926, both days inclusive.

By Order of the Board,

S. K. MOOSA,

Secretary.

Hongkong, 7th June, 1926.

HONGKONG ANGLING CLUB.

The Second Annual Meeting will be held in the Board in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., on Monday, 14th June, 1926, at 5.15 p.m.

E. B. C. HORNELL,

Hon. Secretary.

CHURCH NOTICES.

A CHANGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

St. John's Cathedral, Hongkong, 13th June, 1926, 2nd Sunday After Trinity, Holy Communion (8 a.m.), Matins (11 a.m.), Preacher: The Lord Bishop. Evensong (6 p.m.), Preacher: Rev. H. Copley Moyle.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station; Sunday Service, at 11.15 a.m.; Subject: "God The Preserver of Man." Wednesday Evening Meeting at 5.30 p.m., Reading Room at above address open: Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS. IMPORTERS, EXPORTERS & GENERAL BROKERS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned),

on TUESDAY,

the 15th June, 1926, commencing at 2.30 p.m., at their Sales Rooms, Ice House Street.

A Large Quantity of Valuable Household Furniture.

Comprising:—

Wardrobes, Wooden Bedsteads, Sideboards, Dressing Tables, Dining Tables and Chairs, Chesterfield Sofas and Armchairs, Oil Paintings, Pictures, Vases, Ice Chests, Crockery and Glass Ware, &c. &c. &c.

Terms:—Cash on delivery.

HUGHES & HOUGH, LTD.,

Auctioneers.

Hongkong, 11th June, 1926.

FOR QUALITY DRY-CLEANING AT LOWEST PRICES. Send your orders to:— THE INTERNATIONAL DRY CLEANERS.

MESSRS. KOMOR AND KOMOR.

Art and Curio Experts temporarily removed to St. George's Building, Chater Road. 2nd Floor Lift. All are cordially invited to view our fine collection.

SAFE DEPOSIT VAULTS.

The Banque de l'Indo-Chine beg to inform all interested in safe deposit, that they have actually in their new building, 5 Queen's Road, safe deposit Boxes at the yearly rate of \$8 for the small size, and \$12 for the large size. Please apply to the Cashier. Hongkong, May 6, 1926.

NOTICE.

The Catholic Community are very cordially invited to a Reception to be held in the Theatre Royal, at 5.30 p.m., on MONDAY, the 14th June, 1926, on the occasion of the presentation of addresses to the Right Reverend Monsignor H. Valtorta, Vicar Apostolic of Hongkong.

For the Committee;

C. A. da ROZA,

President.

G. P. de MARTIN,

Secretary.

Hongkong, 7th June, 1926.

THE HONGKONG JOCKEY CLUB.

NOTICE.

The Half-Yearly General Meeting of Members will be held in the Jockey Club Room, Hongkong Club Annex, on MONDAY, 21st June, 1926, at 5.15 p.m.

By Order,

C. B. BROWN,

Secretary.

Hongkong, 4th June, 1926.

CONSIGNEE NOTICES.

THE EAST ASIATIC CO. LTD.

From COPENHAGEN.

The Steamship,

"MALAYA,"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 18th of June, 1926, 4 p.m., will be subject to rent.

goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ashe on the 17th of June, 1926, at 10 a.m.

All claims against the vessels must be presented to the Undersigned before the 21st of June, 1926, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JOHN MANNERS & CO. LTD.

Hongkong, 12th June, 1926.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on THURSDAY,

the 17th June, 1926, commencing at 2.30 p.m., at "St. George's House" (Western Portion only—No. 2A, Kennedy Road).

The Whole of the Valuable Household Furniture contained therein.

Comprising:—

Fine Teak Bedsteads, Wardrobes with Bevelled Mirrors, Dressing Tables with Bevelled Mirrors, Writing Desks, Marble and Tiled Top Washstands, Tables, Chairs, Carpets, Rugs, Glassware, China, etc., etc.

Fuller Particulars from Catalogue.

On View from Wednesday the 16th June, 1926.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, 9th June, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on FRIDAY,

the 18th June, 1926, commencing at 2.30 p.m., at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture.

Comprising:—

Teak Hatstand, Teak Bookcase and Desk combined, Teak Silver Cabinet, Tapestry Covered Couch and Chairs, Carpets, Rugs, Oil Paintings, Pictures, Brass Ornaments, Curios, etc., etc.

Teak Dining Tables and Chairs, Teak Sideboards with and without Mirror, Dinner Waggon, Dinner Crockery, Glass Ware, Cooking Utensils, etc., etc.

Iron and Teak Bedsteads, Teak Single and Double Wardrobes with Bevelled Mirror Doors, Camphorwood and Teak Chests of Drawers, Teak Dressing Tables, Chamber Stand, Screen, etc., etc.

Also

Including:—

Silver Cabinets, Joss Table, Tea Poy, Chairs, and Jardinieres, etc., etc.

And

1 Cottage Piano by "Moutrie." 1 Underwood Long Carriage Typewriter. 1 Bicycle.

Catalogues will be issued.

On View from Thursday, the 17th June, 1926.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, 11th June, 1926.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA.

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Discomfort, dampness and a million leaks.

Genasco ROOFING

took them all away. You can lose your roof troubles, too. Let us show you how.

Shewan Tomes & Co. St. George's Building

SUDDEN DEATH.

KNIGHT FOUND DEAD IN TAXICAB.

Sir Timothy Coghlan, K.C.M.G., Agent-General for New South Wales in London, died recently in a taxi-cab on his way from Australia House to his home in Lennox-gardens, S.W.

Earlier in the day he had met at Victoria Station two N.S.W. Cabinet Ministers, Messrs. McTiernan and Dunn, who have come to London to confer with the Colonial Secretary on constitutional matters connected with a very controversial subject in New South Wales—the abolition of the Legislative Council.

The three men motored to a Westend hotel, where the Ministers are staying, and had a brief discussion. Sir Timothy said he did not feel well, and would continue the discussion the following day.

He drove away in a taxi; when the cab drew up at his door Sir Timothy was found to be dead.

"Don't be too Sure."

He had previously suffered from attacks of angina pectoris. The evening before his death an Australian official who had business with Sir Timothy remarked to him on leaving, "Well, I shall see you to-morrow."

"Don't be too sure about that," was Sir Timothy's bantering reply, which has now such tragic significance.

Sir Timothy, who first came into notice in Australia as Government Statistician for New South Wales, is understood to have achieved a record among Australian Agents-General in the amount of loan money he floated for his State. Since 1905 he had three spells as Agent-General covering 20 years. He was 69, and leaves a widow, a son and a daughter.

Two and a half years ago he was seriously injured in a motor smash on the Bath Road, and was carried unconscious to a nursing home at Marlborough.

TREASON CHARGE.

ALLEGED ARMED PLOT AGAINST IRELAND.

"The offence is punishable by death," said counsel at Cork recently, when Patrick Garland, an American citizen arrested when the White Star liner Adriatic arrived at Queenstown, was charged under the Treasonable Offence Act with attempting to overthrow by force of arms or other violent means the Government of Saorstát Eireann (the Irish Free State).

Further charges of conspiracy are to be brought.

Some of the documents found on him by the Customs officers, said counsel, plainly showed the intention of some persons to overthrow the Government by force of arms, and that an organisation existed, or was being brought into existence, to strike at the root of all government in the country.

Money Wanted.

One of the documents said that lack of definite information of the position in Ireland was having a detrimental effect on activity in America, and was placing them in an awkward position. The fact that De Valera had resigned the presidency of the "republic" was published in the Press three days before a cable on the subject came to the envoy in America. The document proceeded:—

"Nothing in the nature of division or bad feeling has yet manifested itself here, but there is a general feeling of apathy and inactivity, and little or no money coming into the office.

"De Valera's personality means a lot in this country, and, while the majority of sympathisers and workers do not agree with his policy, 99 per cent. of them would not stand nasty things to be said of him."

Thompson Guns.

It went on to say that a call on the Clan organisation for 10,000 dollars (\$2,000) to defray expenses incurred in connection with Thompson guns—a kind of automatic rifle—had been a serious handicap to getting much money for workers for the time being. With the advent of the I.R.A. into the organisation a little more money should be forthcoming in future.

Later, it was stated, negotiations for the purchase of Thompson guns had broken down.

Evidence of finding documents on the accused having been given, he was sent for trial to Dublin, bail being refused.

DEADLY COCKTAILS.

SAME INGREDIENT AS ABSINTHE.

A sinister comparison between vermouth and absinthe, the drink which has been forbidden in France, is drawn in the *British Medical Journal*.

Vermouth, which is the basis of all cocktails and the most popular drink among women in England at the present time, contains a large proportion of wormwood, the fatal ingredient of absinthe, which has a deleterious effect on the brain. "Several of the plants (used in making vermouth) contain principles which excite the cerebral cortex; and which cause epileptiform convulsions when taken in sufficiently large doses, just as camphor does."

"It is for this reason, that France has forbidden the drink absinthe, which is made largely from wormwood."

In discussing the growing habit of cocktail drinking, the chief surgeon of a famous London hospital said:

"For a long time the medical profession has been aware of the dangers of vermouth."

"Cases of fever, which have often been wrongly diagnosed as influenza, have been nothing less than the result of an over-indulgence in vermouth. The presence of wormwood and thujone makes it a highly dangerous drink, especially to those of a nervous temperament."

"Our chief difficulty in making it a forbidden beverage is that the proportions of these poisons which have such an injurious effect on the brain are very small in comparison with the proportions contained in absinthe."

"Nevertheless, the medical profession is convinced that vermouth, taken in large quantities, contains a sufficient amount of harmful ingredients to cause serious illness."

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Let us advise, and select for you all your souvenirs, bric-a-bracs, birthday and wedding presents. Spend your leisure inspecting our stock of Chinese Embroidery, Silk Shawls and Scarfs, Cushions Genuine Foo-chow Lacquer, Curios, Hand Bags, Lamp Shades and all kinds of distinctive articles.

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Wedding and Christening Cakes to order.

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"High is our calling, friend! Creative Art."
Wordsworth

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Delicious Hors d'oeuvre Bloc of 6 tins assorted	\$ 2.25
Anchovies..... \$0.60, 0.80 &	1.25
Anchovies Norwegian (in barrel).....	\$ 1.50
Russian Caviar in jar.....\$0.90, 1.25, 2.25 &	2.80
Herring Roas.....	\$ 0.50
Saucisson Arles.....lb.	\$ 1.80
Saucisson de Lyon.....lb.	\$ 1.80
Swiss cheese (6 portion tin).....	\$ 1.00
Parmesan.....lb.	\$ 1.50
Gruyere cheese.....	\$ 1.50
Marinated herrings.....	\$ 0.65
French lobsters.....	\$ 1.20
Antipasto.....	\$ 0.45
Alici scelte.....	\$ 0.45

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ORIGINAL

PLYMOUTH GIN

OBTAINABLE EVERYWHERE.



The Food of Kings

Court Physicians know the best and see that Royal Babies have the best. That is why Glaxo has been used with success in a Royal Nursery. Only the best is good enough for your Baby, for is he not a King to you? Give him Glaxo, the food that contains everything that will build firm flesh, strong bone and a sound constitution.

Glaxo
The Vitamin Milk-Food

"Builds Bonnie Babies"

ENGLAND'S GREAT RACE.

HOW AN ARAB MADE THE DERBY.

It was a coincidence that Signor Mussolini should have been presented with an Arab steed just when British thoughts were turning to the Derby. In fact, the presentation took place on the day of the first callover for our own great sporting annual. The Italian Premier touring Tripoli, first witnessed a wonderful display of native horsemanship and the Arabs subsequently made him a gift of a magnificent animal with the hope that it would keep them for ever in his thoughts.

The interesting coincidence lies in the fact that we may be said to owe our Derby to an Arab steed. One wonders whether the presentation to Mussolini will prove such a turning point in Italian sport as did the Arab steed which came to James I. Racing had been very much in the doldrums until James built his dream palace for horses at Newmarket, and the national interest in horseflesh was at its lowest.

NEWMARKET'S FOUNDER. But James suddenly focussed attention on Newmarket, and deserves to be regarded as the founder of its racing fortunes. Even so the people were not so easily won to the sport. The amazing transformation took place when the royal stud groom brought the superb desert steed, Markham Arab, to the sumptuous stables. Our native and inherent twin passions for good horses and good sport, which had lain dormant, blazed into life, for Markham Arab began by "beating everything on four legs," and performing what seemed prodigies of speed.

Unfortunately we have no means of comparing it to the records of the winners of our own time. Later the horse was to prove a phenomenal sire, and all racing historians agree that this one Arab steed changed the course of horse breeding in this country. Thus making possible in due course the meetings at Newmarket to the classic annual festival on the Epsom Downs.

A SEEMINGLY TRIVIAL FACT. One chronicler of the story of the great event observes that "there would have been no Derby had it not been for the seemingly trivial fact that James I imported an Arab steed." It remains to be seen whether the presentation of a similar animal to Signor Mussolini will prove the forerunner of an Italian Derby.

Certainly racing at Epsom was in a bad way until Newmarket began to create sensations. Whereupon there came an appeal to make the downs participants in the wonderful new boom. Actually the beginnings of the Epsom meeting are "wrapped in mystery." No sporting event has given historians so much trouble.

There are those who believe that this year really celebrates the two hundredth anniversary of racing there. All that is sure is that there was a race in 1730 which was won by Madcap, and the event took place in May. One hundred thousand people gathered on the downs to see it, so that we may infer that by this time racing had begun to have great expectations. From that time Epsom attracted Royal patronage.

THE COURT AT EPSOM. Queen Anne, however, did the meeting in the truly grand manner for she moved the entire court to the downs and indulged in a really hectic time. There was riding, hunting, racing and games of chance by day, and dancing by night, so that the courtiers were glad to partake of the excellent mineral springs and, according to one diarist called it a "veritable pool of Bethesda."

Of course, it was not until fifty years after Madcap had won the first classic event on the downs that we had the "Derby" in name. This was started the year following the running of the first Oaks. It is a pretty bit of historic chivalry that the ladies came first.

And now it is interesting to note that yet another Arab steed comes into the story. For noting our intense delight in horseflesh, the Imam of Muscat presented to George IV, a glorious animal which was valued at over ten thousand pounds. This was considered a record. It was generally cited as evidence of the advance in the value of horses which had followed on the arrival of Markham Arab in the stables of James the First, and the development of racing.

The end is not yet. The Aga Khan paid as much as 9,700 guineas for a colt some time ago, while three times ten thousand would not suffice to buy a good classic winner to-day.

REVIVAL OF RELIGION.

ENGLAND GOING BACK TO THE CHURCH.

Is England on the verge of a religious revival?

The *Daily Express* understands that the leading authorities in the Church of England are watching with the keenest interest and satisfaction the steadily increasing number of adherents to the Church. Reports received by them show that the number of communicants all over the country is gradually increasing. Congregations in the churches are growing larger, and greater public interest in Church matters is being manifested everywhere.

It has been ascertained that there are now nearly four million names on the electoral rolls of the new parochial councils—bodies which were formed in 1921 to superintend the work of the parishes. Men and women are playing more active parts in the efficient working of the Church, and the Church authorities regard this fact as complete justification for the overhauling of the Church machinery which took place after the war.

Large dioceses which had grown beyond the control of a single bishop are being subdivided. The diocese of Winchester, for instance, has been converted into three sections, Winchester, Guildford and Portsmouth. These and other reforms in the organisation of the Church are now bearing fruit.

"We are now seeing the result of the reorganisation of the Church machinery which took place after the war," said Mr. H. E. Sutherland, a leading official of the Church Assembly. "Congregations are increasing in size, and

there is a steady growth in the number of communicants."

The old vestry system has been superseded by the new parochial councils. The old 'cliques' have gone, and members of a parish are now able to take active part in the administration of their church. The Church Assembly, which is, in fact, the parliament of the Church, has 704 representatives, and every member of the Church is represented, as in the House of Commons, when the Assembly meets.

Clergymen are talking of growing enthusiasm. This fact is due, it is stated, to the gradual decline in the number of "milk-and-water" parsons. Large numbers of the younger clergymen recently are men who fought in the war, and have taken up their duties with a deeper knowledge of human nature and human difficulties.

The following figures show the great strength of the Church. There is accommodation for nearly 6,000,000 people in the churches. Holy Communion is administered daily in 1,400 churches, and weekly in 11,722. Sunday school scholars number 2,000,000. There are 172,000 Sunday school teachers and 287,361 voluntary choristers. Approximately 2,500,000 people were communicants last Easter Sunday. The total income of the benefices in the country amounts to more than £6,000,000.

At the funeral of Mr. John Stuart, of Stonehurst, Sussex, the dead man's heart was carried separately in a small box and placed in a hole which had been cut into the gravestone of his wife and daughter. The body was afterwards cremated and the ashes placed on the rocks at Stonehurst. Mr. Stuart was 90.

The Exact Degree of Nourishment for Baby's age



GUARDED by the magic armoury of Sabrina, his shield emblazoned with a fiery cross, St. George of Merrie England adventured through the world.

How you yearn to equip your little one for the perils of life, its difficulties and its wonders. To start him so that he cannot fail! But magic shields are no longer available. In these days your gift must be more prosaic.

You choose Baby's armour when you buy his first food. If it is the right food your gift is the protecting shield of health and strength. Of such is 'Allenburys' the Progressive System of Infant Feeding which provides the maximum nourishment at each stage of Baby's development.

Even the most delicate can assimilate it readily. Doctors recommend it. Learn why there are three 'Allenburys' Foods—No. 1 from birth to three months—No. 2 from three to six months, and Malted Food No. 3 for older babies.

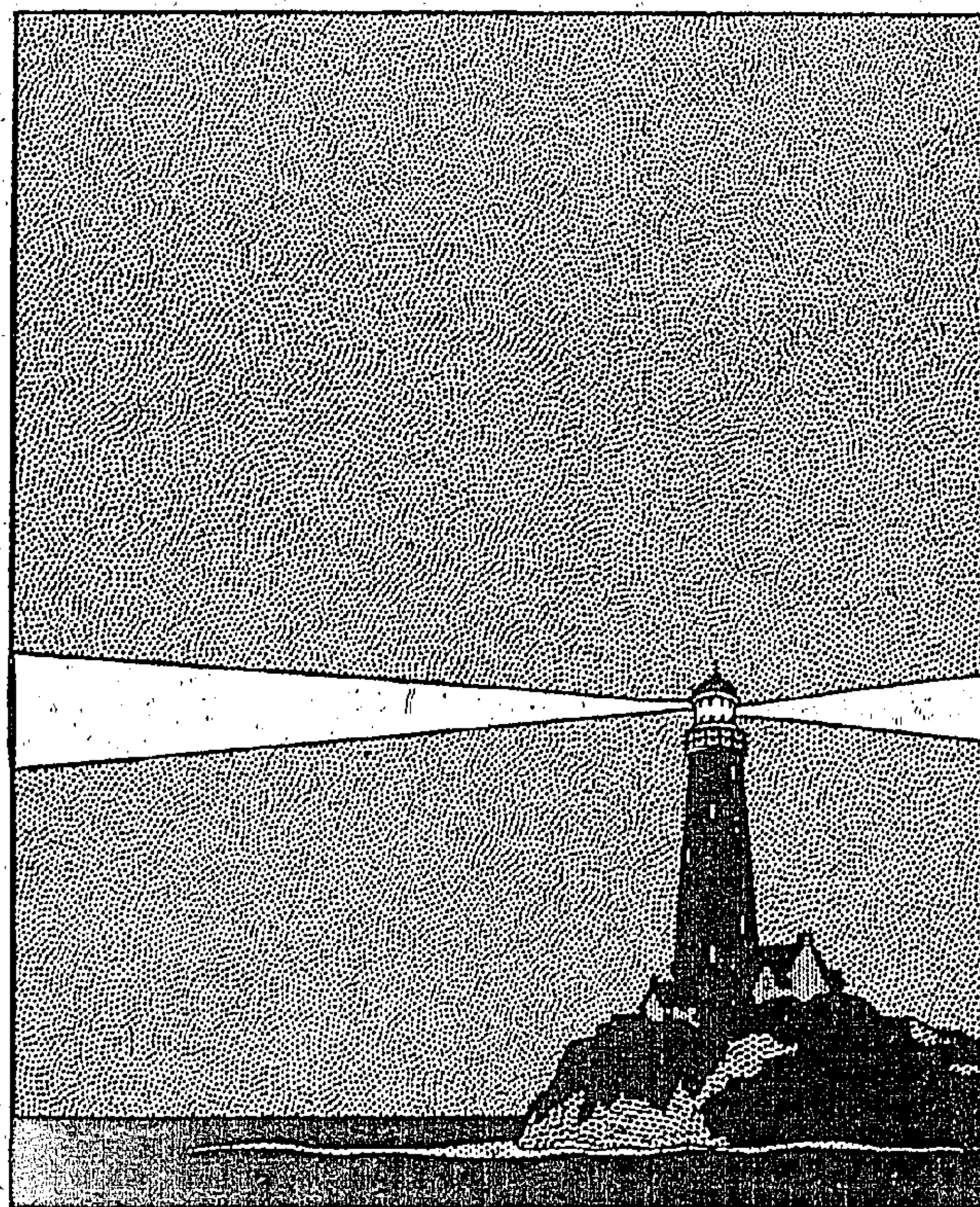
Write for Booklet & Free Sample tin

The first step in choosing Baby's food is to read the 'Allenburys' book 'Infant Feeding and Management.' The next step is to try the food. Accept this free offer of the book and a full 1/4 lb. tin. Then decide on Baby's future for yourself. Be careful to give Baby's age when writing so that we may send the correct food—and please mention this paper.

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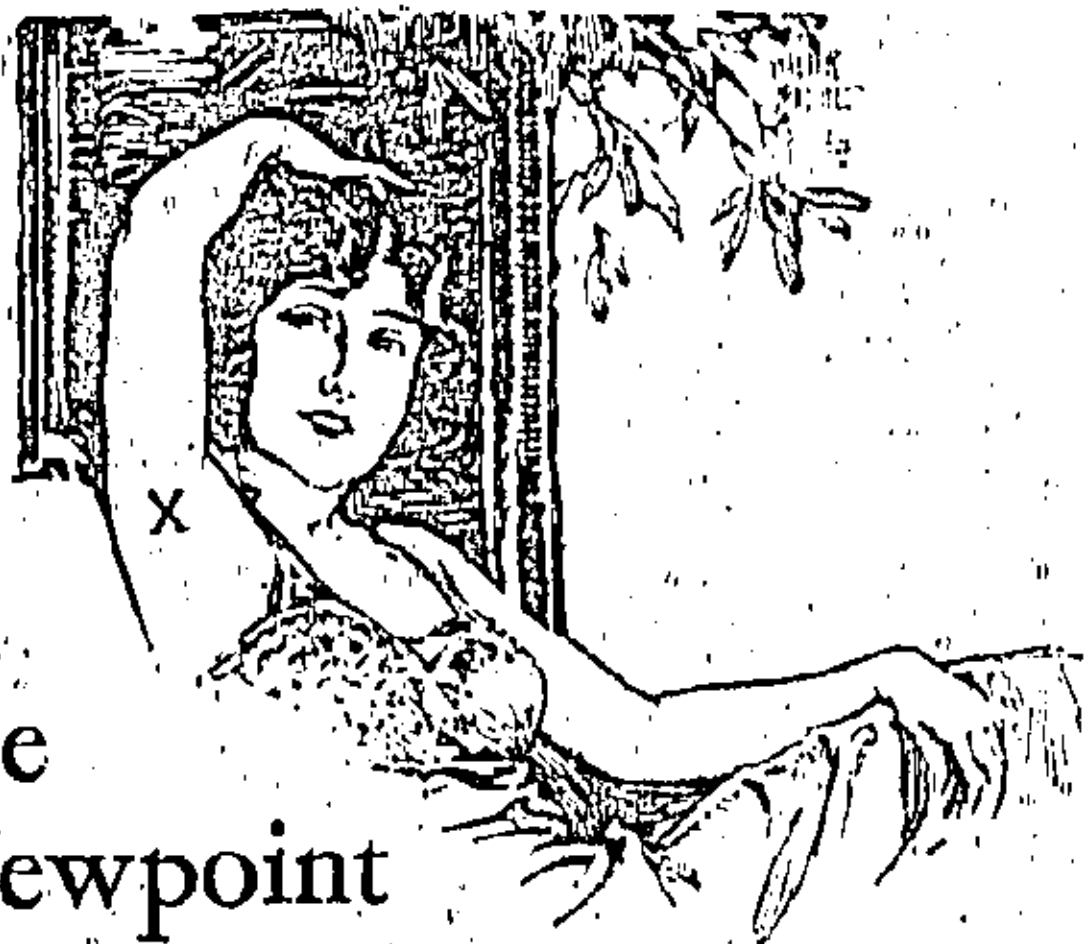
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From the man's viewpoint

HE may thrill to your smartness yet never notice the cut
or color of your gown. But should he glimpse the
slightest trace of unsightly hair—the whole impression is
spoiled; he classifies you from then on as a woman lacking
in fastidiousness.

Avoid this unfair criticism. Keep your underarms, fore-
arms and neck clean and fresh with the depilatory famous
in France for over one hundred years—X-BAZIN! Safe,
easy to use, delicately fragrant, X-BAZIN leaves your skin
petal-soft and white. X-BAZIN does not coarsen, darken,
or encourage future hair growth. And it takes but a few
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X-BAZIN

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ON WALKING.

THE UNNATURAL ART.

By A. G. Thornton.

Getting off the bus, I proposed
that we should first walk a bit,
then eat a bit, and then walk
again before picnicking and play-
ing. I suppose there have been
few more unpopular proposals in
the history of the world. "Walk
again?" said John, aged 15, un-
derlining "again." "Walk?" gasped
Lily, aged 12, underlining
"walk." "What do we want to walk
for?" snapped Ronald, aged nine.

I was carrying the ruck-sack,
the basket, the cricket bat, the
stumps, and a few other trifles,
and I turned round and surveyed
my party with difficulty. I re-
membered that hero of my early
days, Mr. Fairchild, father of
Lucy, Emily and Henry. I put on
my best Fairchild manner. "No
walk, no eat," I said sternly.
"Come, Lucy, come Henry." And
stayed on, whistling a stave and
merrily hunting the stile—or as
merrily as the cricket stumps per-
mitted.

There was childish laughter as
I picked myself up, but it soon
gave place to gloom, profound,
concentrated, gloom, the sort of
gloom calculated to bring on any
thunderstorm that was hanging
about within a hundred miles.
At the end of ten minutes Ronald
asked if it was much farther,
Lily said she had a sore heel, and
John asked if he might have a
sandwich. I strode on, whistling
a stave, remembering Hazlitt and
Stevenson, admiring the view, and
breathing deeply of the wind on
the heath. I also informed
Ronald that if he complained again
I would give him something to
complain about. At the end of a
quarter of a mile John inquired,
"Do you like walking, Unk?"

"Walking," I said, "is man's
natural mode of locomotion. Legs
were made before motor-cars.
When I was your age I walked
miles and miles every day. No
motor buses then."

The Retort Juvenile.

I turned and gazed at them in
the manner I felt sure Mr. Fair-
child would have turned and gazed
at them, if he had not been carry-
ing cricket stumps.

"Boasting again!" said Ronald,
aged nine.

I walked on, ceasing to whistle
a stave. Instead, I gave myself up
to thought. Truly (I thought) it
was a degenerate age. Mechan-
ical transport had debased the
human leg, and in doing that had
debased that far more important
thing, the human spirit. We were
spiritually bes-ridden, the Tubes
had honeycombed our souls, we
were becoming invertebrates.

"Can we sit down here?" asked
Lily.

"No."
Where was I?—oh, yes, inverte-
brates. We were fast becoming
invertebrates, we were in immin-
ent danger of muscular atrophy of
the leg. First the boy, dashing
unwillingly to school in the local
tram, spending his leisure hours
on a scooter. Next the youth, on
the push-bike, overtaking the
juvenile heart. Then the lover,
steaming sea-wards like a furnace,
with his lass, pillion-throned,
immobile. Then the merchant,
rolling city-wards and back in his
limousine. . . . all slaves to the
machine, blind to the importance
of that great, that almost perfect
work of creation, the Human Leg.
Where would it—(not the leg, of
course)—where would it all
end. . . . ?

"Is it much further now?"

"No."

"Well, I'm nearly dead."

Soliloquy With variations.

It was too true, alas. Here
were children, my children, at an
age when leagues ought to be
miles, and miles furlongs, and
they were complaining of fatigue
before they had started a journey-
ing. What pleasure is compar-
able to a walk in the spring when
all Nature. . . .

"Can I have an apple?"

"No." (Nature was at her best,
her freshest. . . .)

"Well, I'm not going any fur-
ther then."

I left Nature for the moment
and surveyed the company. The
person who had introduced the
fruit topic was Lily, the mutineer
Ronald. What would Mr. Fair-
child have done? He would have
found a text, I am sure, laid his
hand gently on Henry's head (or
Ronald's head as the case might
be), and said, Come Lucy, come
Henry. For the moment I could
not think of a text, and as for put-
ting my hand on anybody's head,
I thought more in terms of a cric-

RUNNING FIGHTS.

POLICE CHARGES IN HYDE PARK.

A series of running fights and
several arrests marked the Hyde
Park political meetings on the
opening day of the general strike.

Trouble started when a man
made some remark, and the horse
of one of the mounted policemen,
who were patrolling the park
roads in considerable numbers,
was kicked.

A man was arrested and rushed
across the park to the police
station. He was followed by
several hundreds of people, and
the police were reinforced by
others, who formed a cordon
round the arrested man.

Shortly afterwards a number
of Fascists, wearing black shirts,
became involved in trouble. Two
of them were pounced on by the
crowd, and, after being severely
hustled, were able to escape into
a tea-shop near Marble Arch. A
similar incident occurred later,
the men getting away into another
shop. Here police stopped the
crowd from rushing the doors.

Two men and a woman with a
motorcycle were also tackled in
the Park, and it is believed the
cycle was badly damaged. The
police cleared the crowds, and it
was noticed that a number of
mounted men were posted near
the big meetings, the attendances
at which must have numbered
more than 10,000.

Police Station Rush.

The most exciting incident of
the afternoon was the sequel to
a running fight across the park.
A man had been arrested, and a
crowd of 2,000 persons followed
across the park, and appeared to
be endeavouring to head the police
off.

As the police, in charge of the
man, neared Hyde Park Police
Station there was an ugly rush,
which caused one officer to draw
his baton.

Hardly had the booing and
cheering subsided than another
fight occurred immediately "out-
side the station." The police made
a rush at the combatants, and
after a chase there was another
detention. By this time there
was a big crowd all round the
station, and to disperse them a
number of mounted police charged
out of the side gateway.

They were given a mixed re-
ception, but good-humouredly
headed the crowd away before
reinforcements marched across
the park.

All the afternoon there was an
atmosphere of unusual excitability
round the platforms, and the
official patrols had been streng-
thened.

At Glasgow also blows were ex-
changed when Fascists tried to
break up a Labour meeting. Two
arrests were made.

ket stamp. Were we, or were we
not, out for the day? I put the
question to the assembly.

"Yes, but I thought we were go-
ing to play cricket," said Lily.

"We can't play cricket all day."
With my usual passion for sweet-
ness and light, I tried to see the
juvenile point of view.

"The Australians do," said one
of the juveniles. (What would
Mr. Fairchild have said?)

"Here is Nature," I began.

"I've seen her, Unk, and I've got
a sore heel," said John.

"I had one before you," protest-
ed Lily.

As Hazlitt Did.

"A brisk lot," I said scornfully,
and was beginning "When I was
. . . ." when I detected the begin-
ning of a word on Ronald's lips.
It may or may not have been some-
thing to do with boasting.

With Fairchild calm I slipped
off the ruck-sack, threw down the
bat, and disclaimed all connection
with the stumps.

"Hooray!" cried John. "Baps,
the bat."

Ronald was juggling the stump,
in the air and Lily was running
round the field with admirable
fortitude considering the inflamed
state of her heel.

As a good Hazlittian I finished
the walk to the Cat and
Dolphin alone. After
all, when you come to think
of it, walking is an unnatural
art. Unless there is an object in
it.—Daily Chronicle.

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COTTON MILL STRIKE.

POLICE PREVENT DAMAGE TO
MACHINERY.

Considerable labour agitation, in the course of which several hundreds of persons have been thrown out of work, occurred on the 4th inst. in Shanghai. Although the situation on the 6th was much easier, and some of the workers were going back, it is still somewhat tense in the mill districts, particularly in the Naigai Wata Kaisha mills, the Tiao Jui factory and other smaller Japanese mills. Most of the trouble arose over the dismissal of a boy in the weaving department of the Naigai Wata Kaisha mill No. 9.

At 6 a.m. on the 5th, 907 male and 552 female workers of the mill struck as a protest against the dismissal of a boy. The boy was discharged for wearing clogs in the weaving room. As soon as the workers went out negotiations between the strikers and the mill management were started and progressed satisfactorily until 3 p.m. on Saturday when the management agreed to reinstate the boy.

Police, who had been called in to guard the mill compound, were informed at 3.30 that the workers were damaging the machinery and they immediately entered the weaving room to quell the trouble. No sooner had they entered than they were met by a volley of iron missiles. They were forced to use their pistols after every means had proved futile.

"Anger the Foreigners."

After the workers had been ejected from the room several pieces of iron resembling batons were picked up. There were also found three pieces of sacking with the following inscription in Chinese: "Beat the running dogs and restore the International Settlement." There were also two pieces of brown paper with the following inscription written in Chinese characters in chalk: "Anger the foreigners and commemorate the death of Koo Tsung-ong, who was killed in No. 7 mill, Naigai Wata Kaisha, on May 13, 1925."

Twelve men were arrested subsequent to the disturbance, but were released after being cautioned.

The mill management places the amount of damage done to the machinery at about Tls. 760.

About 600 employees of No. 13 mill, Naigai Wata Kaisha, who struck at 2 a.m. on Friday, are still out. The day shift, numbering about the same, resumed on Saturday morning. A pamphlet with the following demands was sent to the mill authorities: (1) That all dismissed workers be reinstated; (2) That no more workers be dismissed without sufficient cause; (3) That the police shall not be allowed to intimidate workers; (4) That full wages be paid for the period of the strike.

THE TACNA-ARICA
DISPUTE.NO GUARANTEES FOR
PERUVIAN VOTERS.

Washington, June 11. The Tacna-Arica dispute may be brought up for settlement, President Coolidge arbitrating, as the result of a report of the American representative that a plebiscite is impossible, owing to Chile's failure to provide guarantees for the Peruvian voters.

It is understood that the State Department is still negotiating on a basis of the partition of the disputed area between Chile, Peru and Bolivia.—*Reuter's American Service.*

COMPANY REPORT.

THE HONGKONG TUG &
LIGHTER CO., LTD.

The report for presentation to the shareholders of the Hongkong Tug & Lighter Co., Ltd., at the second ordinary yearly meeting to be held at the office of the Company on Thursday, June 24, at 11.30 a.m., states:

Annexed we have the pleasure to lay before shareholders a statement of accounts for the year ended 31st March, 1926.

After providing for Depreciation and writing off the balance of Preliminary Expenses and \$15,000 of Underwriting Commission, there is a small profit for the year of \$19,485. This reduces the amount standing to debit of Profit and Loss Account to \$22,727.40, which amount it is proposed to carry forward.

During the year Mr. C. P. Marcel, Mr. O. B. Brooke served in his place. In accordance with the Articles of Association, the present Committee, Messrs. W. J. Carroll, C. P. Marcel, Li Tse-fong and M. M. Tackey (in place of Mr. H. M. H. Nemazee, absent), retire. Messrs. W. J. Carroll, C. P. Marcel and Li Tse-fong are eligible for re-election, and Mr. Ahmed Nemazee is recommended for election in the place of Mr. M. M. Tackey.

Auditors.—The accounts have been audited by Messrs. Percy Smith, Seth and Fleming. Messrs. Percy Smith, Seth and Fleming are eligible for election.

SHEWAN, TOMES & CO.,
General Managers.

MR. GILBERT FALKNER,
M.C.

WELL KNOWN P. W. D.
OFFICER.

It is with regret that we have to record the death of Mr. Gilbert Evelyn Falkner, M. C., which occurred yesterday afternoon at the Government Civil Hospital.

Mr. Falkner had not been ill very long, and his passing comes as a shock to his many friends. Last weekend he was still about, but later he became ill and was taken to hospital with influenza. Complications ensued and he rapidly became worse and passed away at about 2 p.m. yesterday.

Mr. Falkner was well-known in the Colony, and a very popular man. He was an engineer in the Buildings Ordinance Office of the P.W.D., having arrived in the Colony in 1923. He would have been 36 years old next month.

During the War Mr. Falkner had a distinguished career, being awarded the Military Cross. His interest in military matters continued after demobilization and he was an enthusiastic member of the Hongkong Volunteer Defence Corps, being Company Sergeant Major of the Reserve Company. Deceased was married and had two young children. His family recently left the Colony for England and they will have the sympathy of all in their very sad bereavement.

STEAM LAUNCH
BURMA.

SOLD TO THE PHILIPPINES.

The steam-launch "Burma," late owner Mr. H. M. H. Nemazee, has been recently sold to the Government of the Philippine Islands for the Bureau of Health Department. The vessel was thoroughly overhauled and put in first-class condition and, sailed for Manila on the evening of June 6th, in charge of Captain Munzie. Cable advice has been received that the vessel arrived safely in Manila on the morning of the 9th instant.

The deal was put through by Messrs. the Anglo-American Stevedoring Co. and the vessel was insured for the voyage to Manila by the Commercial Union Assurance Co. and the Canton Insurance Co.

VILLIAGERS' FRIGHT.

ROCKETS CAUSE EXCITEMENT
IN THE TERRITORIES.

The erroneous firing of rockets in the New Territories early yesterday morning gave rise to considerable anxiety in the neighbourhood of Un Long, a small market town, where there is no police station, the place being in charge of the kal-fong or village organisation. In case of trouble, assistance is summoned from the neighbouring Police Stations by means of rockets.

On this occasion it appears that somebody in the town heard a "bang" and immediately fired rifles and rockets, thinking there was something amiss. The signals were noticed by the authorities in Lokmochau and Autau and telephonic communication was at once established between the local headquarters and the rural stations which were warned.

Police reports which subsequently arrived stated that the trouble was a false alarm.

SIR CHARLES ELIOT.

HONOURED BY SHEFFIELD
UNIVERSITY.

Sir Charles Eliot has received an honorary degree from the University of Sheffield. With Lord Derby, Lord Dewar, Sir Austen Chamberlain and others he was made a Doctor of Laws. Writing

A VIOLENT STORM.

CHILEAN COAST STREWN
WITH WRECKS.

Valparaiso, June 11. A violent storm last night wrought havoc on shipping, and strewn the coast with debris.

Four ships are ashore, totally wrecked, one of which previously sank. Four tugs have been damaged, and three others and many lighters have been sunk.

The loss of life is extensive. Damage ashore is also reported.—*Reuter's American Service.*

of the event, a correspondent of the *Sheffield Independent* says:

"The life of Sir Charles Eliot has been divided between diplomacy and scholarship. After a brilliant career at Oxford he entered the diplomatic service and served in various capacities in Russia, Turkey, Morocco, Bulgaria, Serbia, the United States, Samoa, and East Africa. He was appointed in 1905 Vice-Chancellor of the University of Sheffield and in 1912 Principal of Hongkong University. He served as H.M. Commissioner in Siberia in 1918, and from 1919 to the present year as British Ambassador at Tokio. Sir Charles Eliot has to his credit many important contributions to linguistic and philosophical study, and a few months before he relinquished his post at Tokio was elected a member of the Imperial Japanese Academy, being the first foreign scholar to attain this honour."

FUR WORKERS' STRIKE.

WORK TO BE RE-STARTED
ON MONDAY?

New York, June 11. The strike of 10,000 fur workers, lasting eighteen weeks, has been settled, and work is being resumed on Monday.

Later. At the last moment a deadlock has occurred in the fur workers' strike, owing to the union's insisting that workers who returned to work during the strike should be "disciplined."—*Reuter's American Service.*

STRIKE FUNDS.

OFFICIAL BRITISH PROTEST.

London, June 11. It is understood the British Government has sent the Soviet Government a note protesting against the Soviet Government offering the Trade Union Congress money during the general strike, which is regarded as an unjustifiable interference in the internal affairs of Britain.—*Reuter.*

A fire at Okehampton recently in a fried fish shop involved the fire brigade station and destroyed the new fire engine and equipment.

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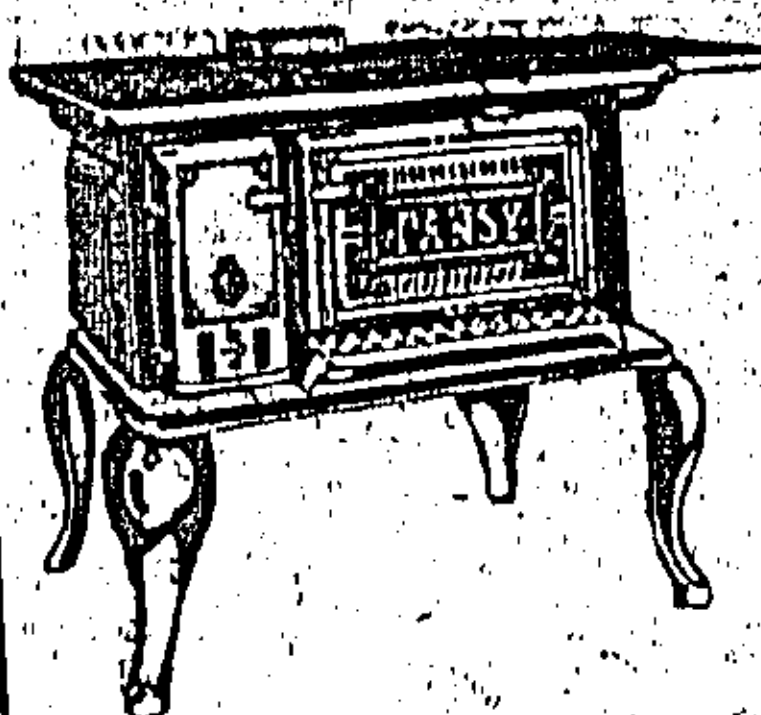
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DEATH.

CHOW.—On Friday, June 11th, 1926, at 10.47 p.m. at No. 2, Park Road, Mrs. Choy Chong Sui, beloved mother of Messrs. Choy Hing, Choy Chong and Choy Wai-man. Aged 76 years.

The funeral will take place tomorrow leaving the residence at 2.30 p.m. for the Chinese Christian Cemetery Pokfulam.

The Telegraph

SATURDAY, JUNE 12, 1926.

OUR POLICY IN CHINA.

No nation has been more misrepresented or vilified regarding its policy towards China than has Britain. In recent years, and more particularly during the past few months, all manner of lies and wilful distortions have been circulated in China to the detriment of the Home Government, our consular officials and Britishers in general. Unhappily, owing to the absence of corrective propaganda, our prestige has undoubtedly suffered as a consequence, and it is, to say the least, distinctly ironical that the fair name of a nation which has done so much to help China and the Chinese should be so maliciously dragged in the mire. However, it is no new thing for British policies to be assailed in this way, even in many other countries than China. Possibly this is one of the inevitable penalties of the spread of British influence in all parts of the world. Be that as it may, we have the consolation of feeling that time will establish our honesty of purpose in our dealings with China as with the people and Governments of other countries.

We are impelled to comment in the above strain following the very frank statement made in the House of Commons by Mr. Locker Lampson regarding British policy in China at the present time. A suggestion was made that the British Chamber of Commerce at Hankow had granted a loan to Marshal Wu Pei-fu, but this story was discredited by Mr. Locker Lampson, who definitely asserted that the policy of the British Government is one of non-intervention in China's internal affairs, and that, notwithstanding malicious and irresponsible reports to the contrary, no financial or other support has been extended to any Chinese Party or individual leader. It is well that this categorical denial should be put on record, for enemies of Britain have not been slow in circulating

stories to the effect that the British Government has been helping certain War Lords both with money and munitions of war. Apart from this candid statement of Britain's official policy, Mr. Locker Lampson was able to go further and say he had no reason to believe that any British body or firm had conflicted with this attitude. That, also, should lay at rest some of the misrepresentations which have of late been made in regard to unofficial British activity in China.

The main point to be stressed in connection with this matter is that Britain has no desire to take sides in the present internal unrest in China. Her one consuming desire is to see a stable Government formed and a period of lasting peace and prosperity ushered in. She has no other interest, than this, and the realisation of these hopes would be to the manifest advantage both of China and all nations with whom she has dealings. It is as well that these things should be made perfectly clear just now, when, as we hope, we are on the eve of the settlement of a boycott which has for many months past caused much harm to British and Chinese trade alike. Our policy in China can, without the least boasting, be declared to be one of straightforwardness and honesty. We have the liveliest sympathy with China's aspirations, and no nation will be more gratified than Britain to see her finally emerge from her present troubles into an era of peace, progress and prosperity.

Brazil and the League.

Brazil's resignation from the Council of the League of Nations has the merit of being consistent with that country's attitude in March, but it has the greater demerit of being at variance with what would otherwise be the unanimous opinion of the League. Spain has made an eleventh-hour surrender and has said that she is now prepared to accept the suggested amendment to Article 4 of the Covenant relating to the re-election and rotation of non-permanent members of the Council. It looked at one time as though Spain would disagree, but Spanish statesmen have, apparently, realised the great value of unanimity in League matters and have capitulated. And they have done so without loss of dignity—rather to the contrary. Brazil, is sticking out for a permanent seat on the Council, and in so doing says that it is not because she wishes to assume a position of supremacy among South American nations, but because she wishes to see some South American Power with permanent representation. It is said that the South American states constitute one-third of the members of the League and that the League owes it to South America to apportion the permanent Council seats so that at least one of them goes to that continent. On the face of it that would seem to be a reasonable request, but the principle on which the granting of permanent seats proceeds is not that of group representation of the Great Powers. No permanent seats are granted because any particular Power is in Europe, but because it is, in itself, a Great Power with big League responsibilities and a big influence. If and when the United States and Russia entered the League they would, because of their individual status, be granted permanent seats. The suggested method of re-election and rotation of the non-permanent seats would give Brazil and all the other South American nations (who, incidentally, are looking askance at Brazil because of its attitude) ample protection of any group interest. It is wrong, anyhow, to think of the League in the term of group interests, and in this respect Brazil is demonstrating how far it has failed to understand the deeper League spirit. It is to be hoped that a wiser outlook will supervene before September.

"A summons often does more good than a doctor's prescription,"—Wilkesden magistrate.

"I know the sound of his motor-horn by sight!"—Witness at a Nottingham police court.

DAY BY DAY.

HE SUBMITS HIMSELF TO BE SEEN THROUGH A MICROSCOPE WHO SUFFERS HIMSELF TO BE CAUGHT IN A FIT OF PASSION.

Amongst the passengers arriving from Shanghai by the P. and O. liner Khyber were Mr. G. Sellars and Mr. W. A. Donaldson.

Messrs. Gilman & Co., Ltd., advertise that they have been appointed agents in Hongkong for the Sunbeam Motorcar Co., Ltd., of Wolverhampton, as from June 1.

It is notified that His Honour the Chief Justice has ordered that the next Criminal Sessions for the despatch of the business of the Court shall be held on Monday, 21st inst.

The body of a Chinese who was taken ill and died on board the s.s. Kutsang, bound from Singapore to Amoy, has been taken to the Kowloon Mortuary.

The body of a Chinese at the Kowloon Mortuary, aged about thirty-five years, has been identified as that of the master of cargo boat, 1924. He accidentally fell overboard and was drowned.

It is notified, that at the expiration of three months, date hereof, the Far Eastern Shipping Syndicate, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

In the case of the Chinese Merchants Bank (in liquidation) a first dividend of 25 per cent. has been declared, whilst in the matter of Pank Chik, trading as the Luen On Company, a first and final dividend of 42 per cent. has been declared.

Observatory returns for May show that the average mean temperature was 76.1, the highest being 89.4, on the 20th, and the lowest 67.3, on the 1st. There were 151.5 hours of sunshine and 5.73 inches of rain, whilst the average humidity was 83.

Hung Ping-cheung, a Sanitary Board interpreter, who appeared before Mr. J.H.B. Nihil at the Kowloon Magistrate's yesterday on charges of attempting to obtain certain sums of money by false pretences was remanded. The prosecution having closed, the defendant made a complete denial of the charges.

A small fire occurred on the s.s. Kwangtung whilst on her way from Bangkok to Hongkong. A bale of wool in one of the holds was set alight by a cigarette and thrown away by one of the steerage passengers. The fire was extinguished in quick time, but some of the cargo was damaged by water.

In an endeavour to avoid a collision with a lighter which was manoeuvring round the s.s. Hin Sang, on the latter's arrival in Port yesterday morning, the master of a cargo boat, lost his balance and fell overboard. He disappeared notwithstanding attempts to rescue him, and his body was not recovered till late in the afternoon, when it was removed to the Kowloon Mortuary.

Miss Soumi Cheng, LL.D. (Paris), barrister-at-law, has the honour of being the first Chinese lady admitted to practice law in Shanghai. As a matter of fact, she is the first Chinese lady to obtain the LL.D. from the University of Paris and the first Chinese to be admitted to the French Bar. Miss Cheng has been admitted to practice in the various courts in the Northern port. Of course, several foreign ladies have been admitted to the bar there, but Miss Cheng is the first Chinese lady.

EXCHANGE RATES.

	Rugby, June 11.
Paris	107 1/4
Brussels	104 1/4
Amsterdam	12 10/16
Berlin	20 43/64
Copenhagen	18 3/8
Vienna	34 45/64
Helsinki	159 3/4
Lisbon	217 3/32
Buenos Aires	45 7/32
Hongkong	2 1/2
New York	4 86 9/10
Genoa	25 12 1/2
Milan	133 1/2
Stockholm	18 15 1/2
Oslo	21 1/2
Prague	31 3/32
Madrid	7 19 3/32
Rio	2 1/4
Shanghai	1 1/5 61/64
Bombay	30 5 1/16
Silver (spot)	30 1/2
Silver (forward)	30 1/2

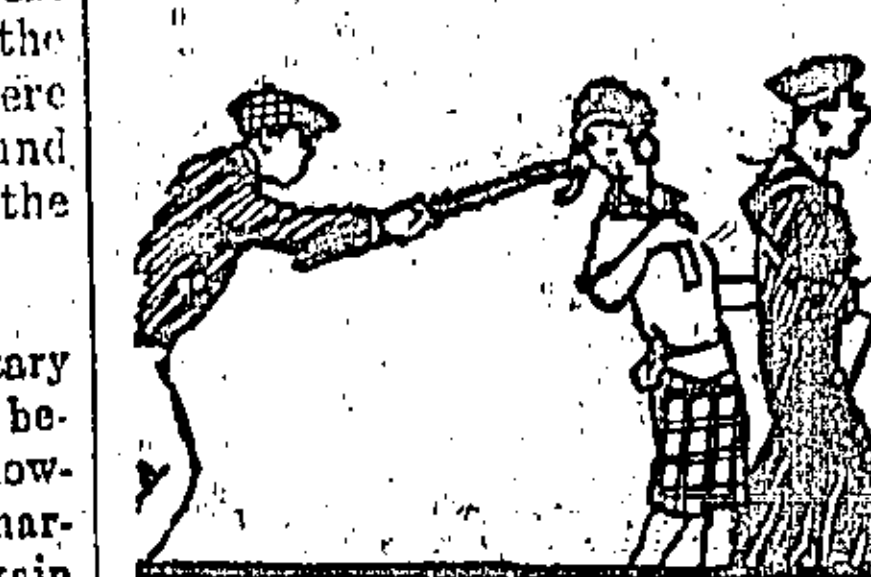
—British Wireless.

MIXED GRILL A Merry Miscellany Ashley Sterne

Dr. Richard C. Cabot of Harvard University has just invented an instrument by which your heart-beats can be registered on a gramophone record by your family doctor, and then forwarded to a specialist for his opinion. This should save an awful lot of bother, and possibly wrong diagnosis. A few years ago a friend of mine had something wrong with his heart-beats—I forgot the name of the complaint, but his heart was beating three in a bar instead of four. While waiting in the specialist's waiting-room he looked out of the window, and saw a girl pass whom he was rather keen on, and this served to quicken his heart-beats to normal. The result was that when the specialist examined him two minutes later he could find nothing irregular about my friend's heart-beats. He named his fee, and my friend fell dead at his feet! If Dr. Cabot's invention had been available then, my friend would doubtless be alive to-day; for even Helen of Troy couldn't play upon the emotions of a gramophone record.

A hen belonging to a Woodlands (Hants) farmer has laid an egg 4 ins. in length and 7 ins. in circumference. After this remarkable feat you will no doubt find it easier to believe me when I tell you that this morning my Mary Jane laid a breakfast-table 9ft. long and 4ft. wide.

We are shortly to be invaded, I read, by a new fashion in earrings—large gold hoops on which tiny birds (presumably models) will be perched. I say "new"



fashion, but as a matter of fact the idea is only a modification of an old one. Some years ago that colossal old pie-can, Prof. Barmington Crumppett, F.R.S., tried to introduce the fashion of inserting a sine rod through the cartilage of the nostril and keeping a live parrot on it. But so far as I am aware the Professor never induced anyone except his wife to adopt the mode. She wore it for a week in the hottest part of the summer, when, unfortunately her nose got sunstroke and was mistaken by the parrot for a raspberry.

As I daresay you have heard, old Crumppett once kept spiders in his beard; but this was by accident, not by design.

Friends of a coal carman who was recently married at St. Pancras attended the wedding in force, and pelted the couple with coal dust.

Girls, take warning from this incident, and never marry a Cayenne pepper-grinder's carman.

I see that Dr. Lucius Nicholls, director of the Bacteriological Institute at Colombo, Ceylon, has declared that snake-charming, for so long regarded as one of the marvels of India, is a myth. The cobra, it appears, is actually deaf to musical sounds, but is very sensitive to physical vibrations, and, if shaken up in its box gets very angry. What the "charmer" does, then, is to shake his cobras well up before commencing to tootle on his pipe, and it's the shaking and not the music which causes them to rear up on their hind legs and sway about. The playing of the

pipe has nothing to do with it, and the same result would transpire if the charmer mated a bun at them, or recited selections from the poems of Sir Rabindranath Tagore.

I am sorry to have this life-long illusion shattered, since to witness snake-charming on India's own coral strand has long been a cherished ambition of mine. Now there seems nothing to allure me there; unless I go for the Bombay duck shooting or the Indian ink harvest.

My friend, Mr. Beasley Toshery, the poet, tells me that he has long wanted to write a poem in praise of asparagus, but has had to abandon the attempt as he cannot find any words to rhyme with it. I am no poet—at least, editors emphatically say so—yet I have written the following verses without the slightest effort:—

Fair stems! what praises can
your poet utter? Ho
Can but extol you, soft, and
green, and buttery!
No other herb he eats with quite
so rare a gusto, as he eats
of you, divine asparagus!

See how with all the gourmet's
avid frugulence
He browses on your choice
ambrosial succulence!
So, that he feast on you ad lib,
he'd wear a gusset in his
waistcoat, heavenly as-
paragus!

I am credibly informed that a feature of this year's London Season is to be "surprise" parties. Guests are only to be invited a quarter of an hour before the party commences, and will be expected to come "just as they are." What a worrying me is, how shall I act if I receive an invitation just as I'm in the middle of a hot bath? If I refuse, I may give offence and never get asked again. If I go "just as I am," I shall certainly be ordered off the premises, notwithstanding that my appearance would be so lavishly adding to the "surprise" element of the gathering. Society hostesses, I fear, are not yet sufficiently broad-minded to tolerate the presence of a guest clad in nothing more substantial than a corn-ring and a coat of soap-suds.

The famous composer, Dr. Richard Strauss, while waiting recently in a Viennese broadcasting studio to play the pianoforte accompaniment to some of his songs, borrowed the drumsticks from the drummer of the orchestra, which was performing a symphony, and played the drum part himself. He was warmly congratulated on his first attempt at drumming; but what I want to know is, supposing he had wanted to have a go at the trombone, would the trombonist have yielded up his instrument? Now a drum is not hard to play at first sight, and since it only makes a noise like a hump nobody cares a hang whether it comes in at the right moment or next Tuesday week. But the trombone is different. It looks absurdly easy to play—just blowing into a tube and shoving a slide up and down. But really tromboning is frightfully



difficult, and in the hands of a novice the instrument is capable of making some very nasty dark green noises. I know because I once started to learn the trombone—and nearly got expatriated for my pains.

Old Londoners, and especially old City Aldermen, would have been rather shocked to hear that, in the opinion of the present City authorities, it is the kitchen of the Mansion House which is in urgent need of reconstruction and bringing up to date. Whatever may have been thought of the exterior of the Mansion House, the kitchen used to be the pride of the City, and no account of the City was complete which omitted admiring reference to the kitchen—that "large hall will range each large enough to roast an entire ox" the great stowing ranges and the roasting spits "huge cages formed of iron bars and turned by machinery."

St. Aldates', future architectural fate of which is now worrying aesthetic "souls" at Oxford, possesses a modern name derived from the church opposite Tom Gate of Christchurch, which Pembroke College "sold to build a dining-room." It originally bore a less sacrosanct title, and was styled "Fish-street down to 1864. In or about that year, nearly all the streets of Oxford were renamed, because they bore plebeian designations, such as Penny-farthing-lane, which were deemed derogatory to the dignity of the University. Almost the only remaining ancient thoroughfare in Oxford which still retains the original title is Logie-lane.

MICHELIN TYRESGENERAL AGENTS & DISTRIBUTORS
FOR SOUTH CHINA**The EUROPE-ASIA TRADING Co.**

1st Floor, Pedder Building, 12, Pedder Street.

Ask for the—

NEW MICHELIN PRICE LIST

Showing Latest Reductions

NEW STOCK EVERY WEEK**BRITISH CYCLES.**EQUIPPING AN ARMY
WITH B.S.A.'s.

It is interesting to note that, as evidence of its faith in British engineering products, and in B.S.A.'s in particular, the Czechoslovakian Government has recently purchased a further twenty B.S.A. Motor Bicycles and side-cars for use with the Czechoslovakian Army. This makes the second consignment of twenty B.S.A. combinations taken by the Government of Czechoslovakia for the same purpose.

AGAINST UNUSUAL LAWS.

Uniformity in traffic regulation by all cities in the same locality is one of the objectives of the Albert Russell Erskine Bureau of Traffic Research of the University of California.

**SIGNALLING DEVICES
UNDER TEST.**WHAT ARE THE BEST
TYPES?

Signalling devices are beginning to "catch on" amongst motorists. There is a choice from dozens of different direction indicators, while new ones are appearing frequently. It is noticeable, however, that there is a lack of uniformity in the type of signals, and it seems as if a recognized code is called for. Take, for instance, the signal indicating that the driver is going straight on. What is the best way of intimating that intention?

It is conceivable that much interesting data would be obtained from a test. As an example: One manufacturer has found that a green light is more visible in the day time than red and is, therefore, eminently suitable for giving signals in a forward direction. Would green signals in a rearward direction be equally appropriate, or would they cause confusion at night?

Again, could not some standard uniform code of signals be suggested, so that the indications given by the driver would be more easily comprehended by police, foot passengers and other traffic?

Although a rarity on British cars, most standard American models are fitted with a rear "stop" indicator which is switched on automatically directly the brake pedal is depressed and before the brakes actually take effect. This is a far more useful device than the familiar red triangle indicating that the car is equipped with four-wheel braking, although the two could be combined.

AIDS TO ROAD COURTESIES.

There is urgent need for equipping all "blind" vehicles with direction and warning indicators. By "blind" vehicles we mean those in which it is not easy to see the drivers, as in large enclosed cars, motor omnibuses, motor coaches, trams, cars, hooded vans and lorries. Getting behind a large car or an omnibus blocks one's view of the road, while the intention of the driver to turn left or right, or to stop, can only be guessed if no mechanical warning signal is shown.

When the more courteous driver of one vehicle hears the warning "toot" from the driver of another overtaking him he gives the signal to "come on" by waving his arm in a forward direction, unless the passage of the overtaking car is likely to be endangered by the approach of another, when he extends a warning hand. In the case of many large vehicles, however, the driver's signals are invisible, and there seems a call for some form of mechanical indicator to give warning to those behind.

Who has not experienced a tense moment, if not an actual impact, caused by the sudden pulling up of a tramcar? The moment the tram driver starts to pull up a warning "stop" signal should be automatically flashed at the back of the tramcar.

Direction signals are not only of value to other traffic, but to policemen, officials on point duty and to foot passengers contemplating crossing the road. Of course, a driver could signal with his hand, and this, by the way, is compulsory in certain provincial cities; but, except in these cases, it is not so regular a practice as it should be. With an automatic or semi-automatic device most drivers would the habit of giving warning of their intention.

In a test, account would be taken of the ease of operation of signals. The trial should take place in daylight, because it is more important in view of the greater amount of traffic to give adequate signals in the daytime, but their visibility at night should also be tested. In the case of devices which are electrically lit this could be taken for granted, but where a mechanical hand, for instance, might easily be seen in the daytime it might be invisible at night unless it were illuminated in some way.

CAMPERS INCREASE.

Thousands of motorists each year take the opportunity of seeing the United States in the cheap and enjoyable way of camping out. It has been estimated that this season's motor tourist population will be the greatest in history.

THE WORLD'S GREATEST VALUES!

Effective immediately, we announce the discontinuance of all STANDARD TYPES and the following VERY SUBSTANTIAL REDUCTIONS in our delivered prices of the SPECIAL TYPES of HUDSON and ESSEX Motor Cars. The details of these **Startling Price Slashes** are as follows, all prices being in **Hongkong Currency** and for delivery **at your door** in Hongkong or Kowloon.

SIX CYLINDER ESSEX—SPECIAL TYPES.

Model:	Old Price:	Reduction:	New Price:
The Touring	\$2,200	\$205	\$1,995
The Coach	\$2,200	\$ 55	\$2,145

HUDSON SUPER SIX SPECIAL TYPES.

Model:	Old Price:	Reduction:	New Price:
The Touring	\$3,200	\$205	\$2,995
The Coach	\$3,200	\$ 5	\$3,195
The Brougham	\$3,800	\$205	\$3,595
The Sedan	\$4,200	\$205	\$3,995

The present Special Equipment on Hudson and Essex Touring Models consists of Five Wire Wheels, Spare Balloon Tyre and Tube, Front Bumper, Rear Bumper and Automatic Stop Signal.

Present Special Equipment on Hudson and Essex Closed Models consists of Five Wire Wheels, Spare Balloon Tyre and Tube, Front Bumper, Rear Bumper, Automatic Stop Signal, Automatic Windshield Cleaner and Rear View Mirror.

Hudson and Essex are finest quality Cars and their present extremely low prices have only been possible since the Hudson Motor Car Company achieved the enviable position of manufacturing and selling each day more six-cylinder Motor Cars than any other manufacturer in the world.

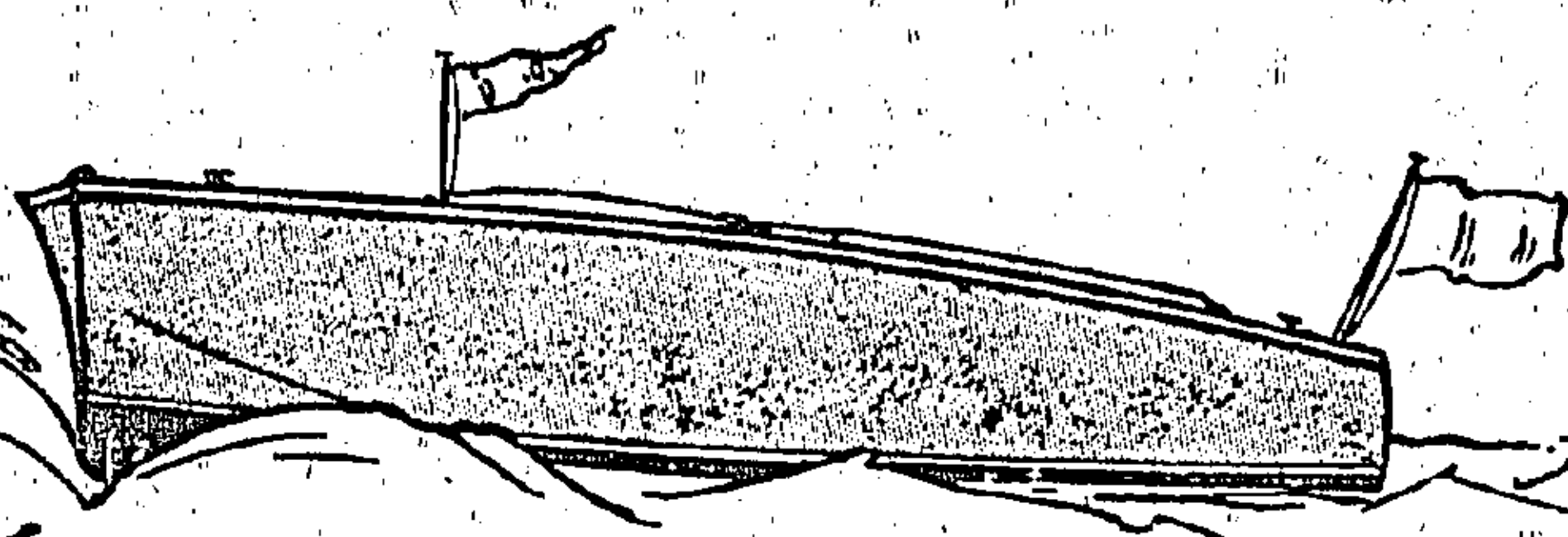
The present Hudson and Essex Cars are the sturdiest, most reliable, most comfortable and generally most satisfactory cars ever made by the Hudson Motor Car Company.

The quality of Hudson and Essex Motor Cars has constantly gone higher and higher. At the same time, prices have steadily gone lower and lower.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

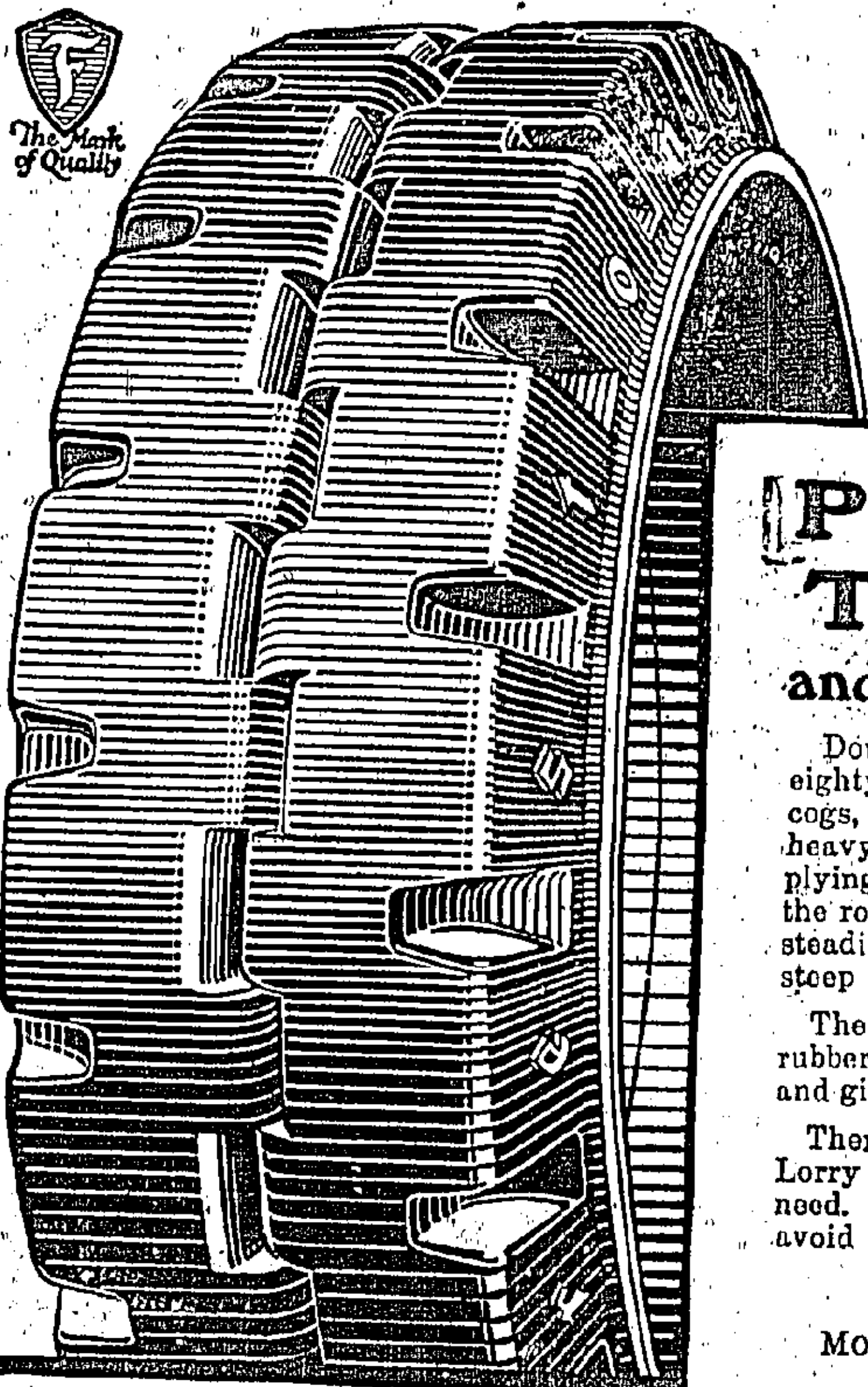
Happy Valley Hongkong.

16 KNOTS**AILSA CRAIG**
FAST RUN ABOUT

BRITISH THROUGHOUT

Complete **\$2750.00** { DELIVERED HONGKONG.**DODWELL & CO., LTD.**

Sole Agents.

**Powerful
Traction
and Long Mileage**

Double Traction Tyres with eighty powerful "road-gripping" cogs, are for the big lorries of heavy loads and hard pulls. Applying every ounce of power to the road, these massive tyres ride steadily over soft ground or up steep inclines.

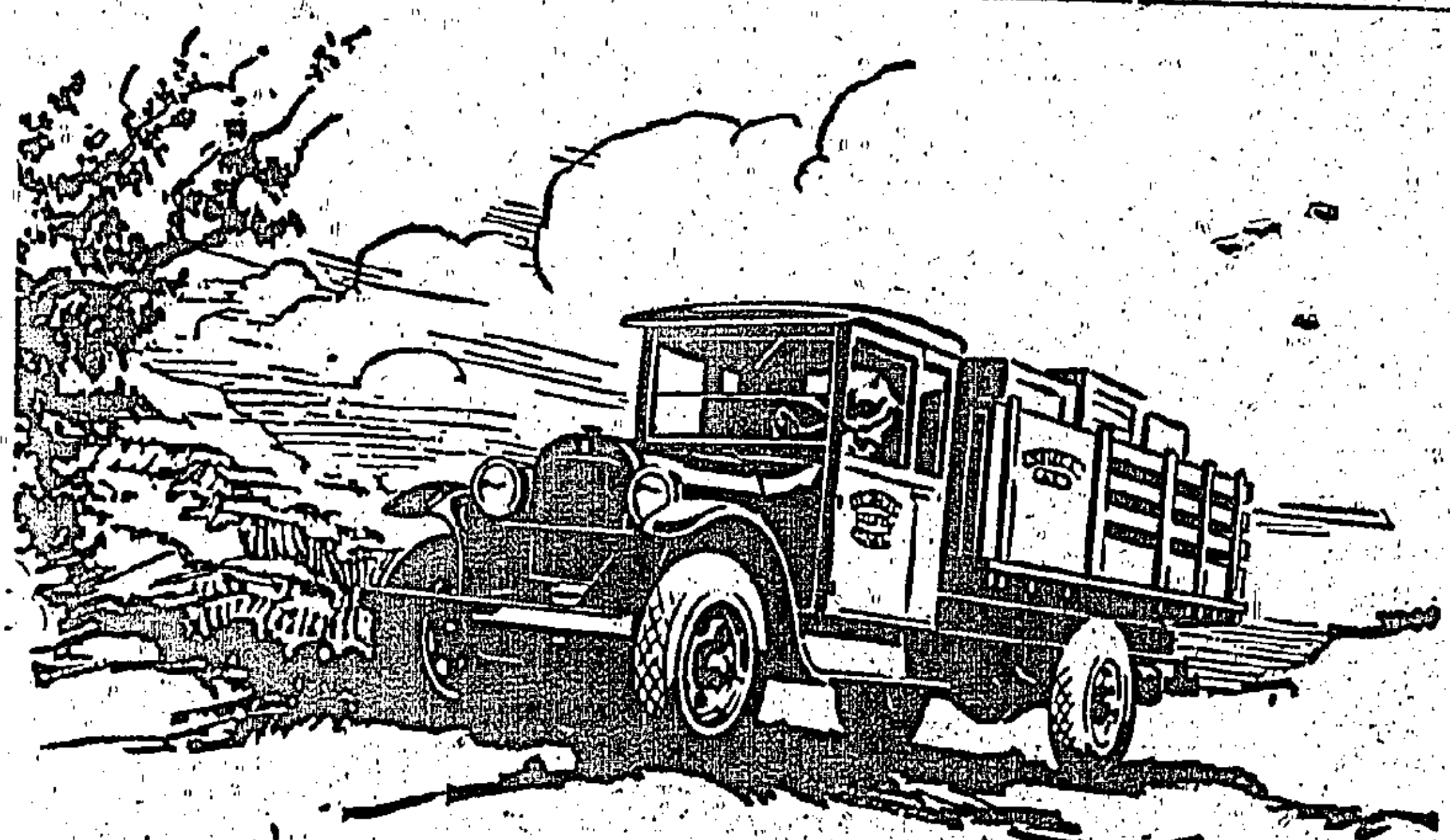
The big volume of tough, lively rubber absorbs road vibrations and gives extra wearing depth.

There is a specialized Firestone Lorry Tyre for every hauling need. Equip with them and avoid delays.

MOST MILES PER DOLLAR

Firestone**THE DRAGON MOTOR CAR CO., LTD.**

33 WONG NEI CHUNG ROAD, HAPPY VALLEY ... TEL. C-1246 or 1247

**Graham Brothers Trucks
Used the World Over!**

Graham Brothers Trucks are mighty burden-bearers in the world's roughlands.

Working over dry stream-beds and wide sand-wastes in South Africa; wool-carrying over thousands of miles of almost trackless Australian sheep-lands; road-making among mountains of North India and of South America, Graham Brothers Trucks achieve epic tasks the world over.

A truck can be judged by the steel of which it is made. Every part of a Graham Brothers Truck which must bear strain is made of drop-forged Vanadium Steel.

No tougher steel can be bought—no better truck can be built.

1 Ton Chassis, G.\$885 1 1/2 Ton Chassis, G.\$1245 MBM Low Chassis, G.\$1295.

**THE DRAGON MOTOR CAR CO.,
LIMITED**

33 WONG NEI CHUNG ROAD HAPPY VALLEY

**GRAHAM BROTHERS
TRUCKS** SOLD BY DODGE BROTHERS
DEALERS EVERYWHERE



WEEKLY MOTOR WANTS



NOTICE.—Small advertisements for these columns should be addressed to "Motor Supplement" THE HONGKONG TELEGRAPH. The charge is 50 cents for 30 words, 2 cents for every additional word. Terms Cash with order. Advertisements must be received by noon on Thursday preceding publication. Box Numbers supplied, when required, but replies must be called for at this office.

FOR SALE

MORRIS COWLEY.—11.9 h.p. 2 seater Roadster with dicky, two wheel brakes 1925 model. In use 6 months, owner driver, under 2000 miles. Owner buying a 4-seater. Apply H.K. Hotel Show Room for appointment.

PACKARD SIX.—Condition in every way as new. Five perfect Tyres. Five-passenger. Superb engine (45113-42). Cash \$4,200. no offers. On view at Dragon Garage, Happy Valley.

CADILLAC.—3-cylinder 5-passenger Cadillac for \$1,500 cash. Box No. 1475, care of "Hongkong Telegraph."

BUICK Touring No. 352. Four wood wheels and spare rim. Five tyres. Price \$750.00 cash. Box No. 1473, care of "Hongkong Telegraph."

NEW RALEIGHS and spare parts Henderson, Indian and Harley Combinations, Triumph, Douglas, Cleveland and Indian Scout solos and practically new Gloria sidecar. Motor Car and Cycle Exchange.

BUICK.—6-cylinder 7-passenger Buick Touring No. 165 Good running order. Five good Tyres on five Wire Wheels. \$1,500.00. On view at Dragon Garage, Happy Valley.

HUDSON.—6-cylinder 7-passenger Hudson Touring in splendid condition. Five brand new 34 x 7.30 Balloon Tyres on five New Wire Wheels. Now top, upholstery, paint, carpets, Stromberg Carburettor, Bosch Horn, and Radiator. All bright parts newly plated. \$3,000.00. Box No. 1492, care of "Hongkong Telegraph."

BUYERS' GUIDE

MOTOR CARS

AUSTIN.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C.2487.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Rd. C.4759.

AUBURN.—Universal Auto Supply Co., Asiatic Bldg. C.4915.

BUICK.—Hongkong & Kowloon Taxi Cab Co., Ltd., 33 Des Voeux Road C.1036.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.

DODGE BROS.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

ESSEX.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Rd. Happy Valley. C.1247.

FORD.—Andrew Harper, 6 Queen's Road. C.4895.

G. W. K.—Gilman & Co., Ltd., H. K. Bank Bldg. Tel. C.290. Road, Happy Valley. C. C.1247.

HUDSON.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung LINCOLN.—Andrew Harper, 6 Queen's Road. C.4895.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.

SINGER.—Gilman & Co., Ltd., H.K. Bank Bldg. Tel. C.290.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

STANDARD.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C.2487.

MOTOR TRUCKS

DENNIS.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C.2487.

FORD.—Andrew Harper, 6 Queen's Road. C.4759.

FORDSON TRACTOR.—Andrew Harper, 6 Queen's Road. C.4759.

GRAHAM BROTHERS.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Rd. Happy Valley. C.1247.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

THORNYCROFT.—Hongkong Hotel Garage, Queen's Road. C.4759.

MOTOR CYCLES

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B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.

DOUGLAS.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C.2487.

HARLEY-DAVIDSON.—The Gascon Motor Co., 2, Kwong Wah Road, Kowloon. K.1242.

INDIAN.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C.2487.

MATCHLESS.—Hongkong Hotel Garage, Queen's Road. C.4759.

PUGH.—Leyseco China Co., Ltd., Bank of Canton Bldg. C.1221.

ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

TRIUMPH.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C.2487.

TYRES AND ACCESSORIES

COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.

DUNLOP TYRES.—Dunlop Rubber Co., Hotel Annexe Bldg. C.4554.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Valley. C.1247.

GOOD YEAR TYRES.—Alex. Ross & Co. (China), Ltd., Bank of China Bldg. C.2487.

MICHELIN TYRES.—Europe-Asia Trading Co., Pedder Building. C.3438.

MICHELIN TYRES.—John Gibbs & Co., Bank of Canton Bldg. C.704.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

London, May 23.—The Olympic shot, Mackworth Praed, made a British, possibly a world's, record at Bisley yesterday, when he scored eight successive bulls' eyes at 200 yards and seven at 500 yards. At the former range he fired at a 22-inch vanishing disc,

which appeared eight times, remaining up only three seconds for each exposure. His seven rounds at 500 yards were fired at a National Rifle Association target which was exposed only for forty seconds.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
FUEL PROBLEMS

A car which uses an unreasonable amount of fuel, as compared with others exactly like it, descriptive and frequently has the uncomplimentary name of "Gas Eater" applied to it.

HOW MOST OF THE GAS IS WASTED

In a majority of cases, its abnormal appetite for gasoline is due to one or more of the three following defects: The mixture is using is excessively over rich, its ignition is too much retarded or its cylinders are extremely leaky.

MIXTURE AND IGNITION

The two first named causes of fuel waste are readily overcome by adjustment, the over rich mixture by a leaner setting of the carburetor and delayed ignition by a resetting of the distributor, in the direction opposite to that in which it rotates. However, despite the ease with which it can be corrected, the greater part of all preventable gasoline waste

CYLINDERS THAT DON'T HOLD THEIR CHARGES

Gas leakage from cylinders, which is perhaps the second greatest preventable cause of gasoline waste can be prevented by grinding the valves until they are tight and adjusting them so they seat properly and by maintaining cylinder walls, pistons and piston rings so that the escape of gas past the piston is at a minimum.

LESSER CAUSES OF GASOLINE LOSS

Other causes, which give the "gas-eater" its unenviable reputation, are poor lubrication, too cool circulating water, imperfect atomizing on the carburetor's part, incomplete fuel vaporization and dragging brakes.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.)

INCOMPLETE CLUTCH DISENGAGEMENT

Question.—Is there a clutch-brake on my car? The reason I ask is that in shifting into first speed and reverse the gears usually clash, while in shifting into second and high, there is no clashing.

Answer: There is no clutch-brake, as such, on this car and nothing that we know of about the construction of the clutch to cause any brake action, when it is disengaged. As both the shifts which you have difficulty with are made when the car is at rest and the sliding gears therefore also at rest, it is evident that your clutch must drag, thus keeping the countershaft gears in rotation, when they should be still. It may be that the pedal will not push far enough forward to cause the complete disengagement of the clutch-discs and this may be because the pedal strikes the car floor, which limits its movement. This is the most usual cause of incomplete disengagement, which causes dragging and spinning. If you can make this clutch completely release, you should have no further trouble.

INSTALLING HIGH-COMPRESSION CYLINDER HEAD

Question.—The 1916 and previous models of the engine used in my car were fitted with what are known as "low" cylinder heads, but later models are fitted with the so-called "high" heads. Would the installation of one of the low heads on one of the late engines cause it to deliver more power, on account of the increased compression afforded?

Answer: We do not believe so. This change from low heads to higher heads was forced upon manufacturers by the fact that the gasoline available after about 1916 would not burn, without knocking, in engines having low heads suited to the quality of fuel previously on the market. Higher heads and larger clearance spaces were adopted to decrease compression and enable present-day fuel to burn smoothly. Our impression is that if you were to install one of the low heads (high compression heads) on your late model engine that it would knock and the premature combustions causing the knocking, would decrease rather than increase the available power. Increased compression results in increased output only when the combustion remains normal and this depends upon fuel peculiarities to a very large extent. You might be able to use a low head if you use special anti-knock fuel.

WEAK OR "MISSING" CYLINDERS

Question.—When I throttle the engine of my car down to 10 or 15 m. p. h. the whole car jerks and when I speed it to 30 m. p. h. the entire dash and the steering gear vibrate violently. This engine is supposed to have a dynamically balanced crankshaft. Do you think that a set of counterbalances on the crank-

shaft would help? What else can you suggest?

Answer: Your engine's crankshaft is sufficiently well balanced to give smooth operation at all ordinary speeds and you would be unwise to adopt counterbalances until you have removed other defects, which must be present to make it run so badly as you state. The jerking of your car is due to certain cylinders not firing at low throttle or firing so weakly, as compared with the others, as to produce almost the effect of "misses." Assuming that the ignition system is all right, it is probable that certain cylinders are very leaky, at valves or pistons, or that there is excessive air-leakage into the intake system. If you can correct conditions so that all cylinders have nearly perfect compression retention and that they all receive their correct proportion of undiluted mixture, this engine should run smoothly.

The reclaiming of the sea-shore opposite the Malacca Club is going on at a snail's pace, says *Malacca Observer*. The material dumped into the sea is granite, which is apparently brought in by tong-kang from the granite quarry at Pulo Besar. Experience must have been gained by those in the P. W. D. Office that the porous laterite blocks obtainable in Malacca are more adaptable, and perhaps cheaper for making sea walls than granite. The small cavities in the laterite blocks (to a certain extent) break the force of the sea water during strong tides, whereas the thumping of the waves during the gales in the South West Monsoon on a solid cemented granite sea wall has proved abortive in several cases with sea walls at Klebang and Banda Pryah.

TAIL LIGHTS FOR HORSES

A special committee of the Chicago City Council has recommended an ordinance requiring all equestrians in the city to carry red tail lights on their horses.



THE HANDY LITTLE Motor Cycle 3-H. P.

In order to introduce this excellent machine to South China, we are making a special price offer.

\$330 CASH or \$350 TERMS

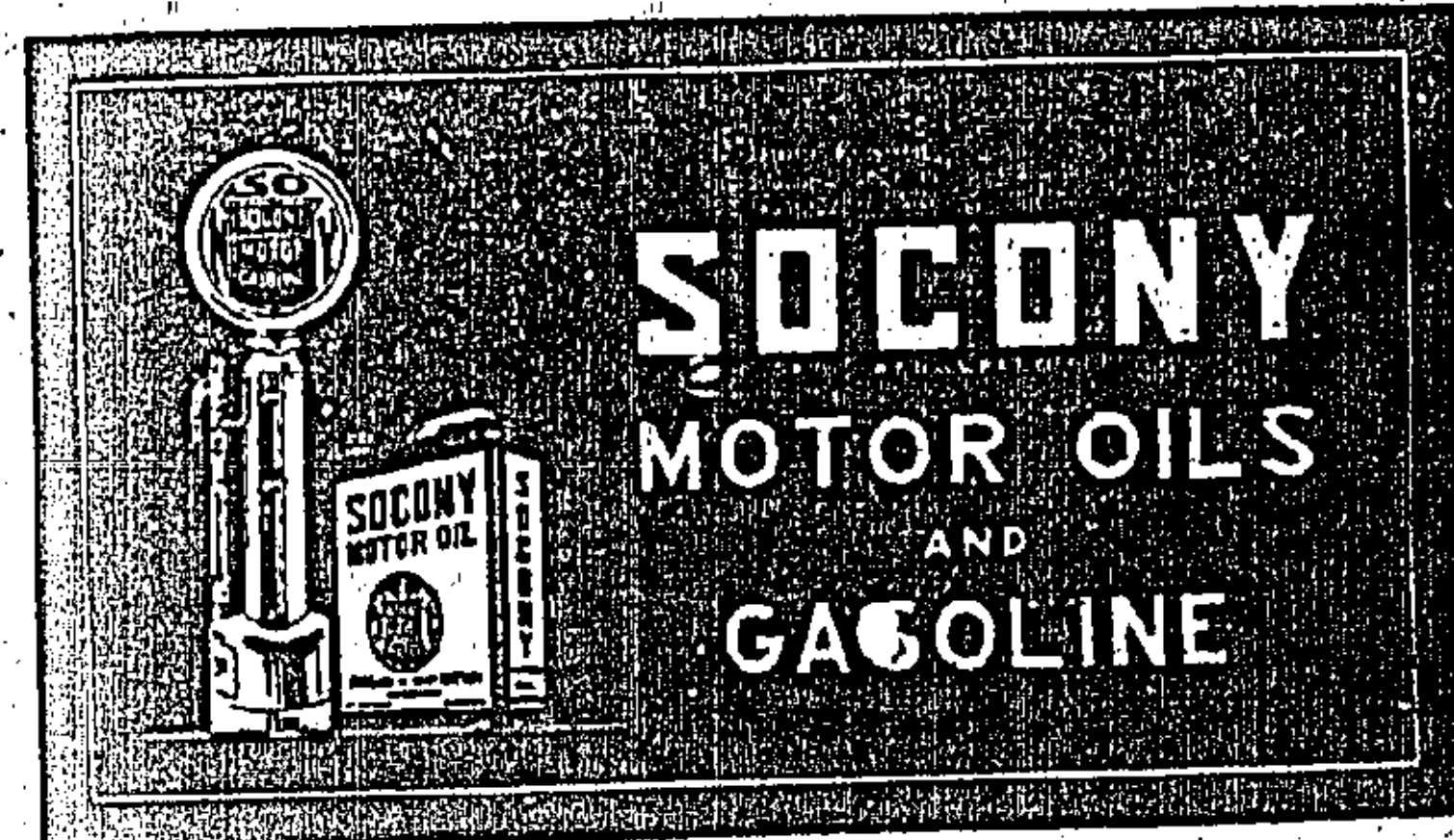
For reliability and Economy, combined with low cost price, this offer is unique.

We shall be pleased to show you a model at our showroom.

Leyseco China Co., Ltd.

BANK OF CANTON BUILDING,
(4th Floor)
6, Des Voeux Road

TELEPHONE: CENTRAL 1221.



THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—
10% Off Motor Car Insurance
5% Off Gasoline Bill
Free Legal Advice
Free Mechanical Advice
Associate Membership of the R. A. C. and A. A. London.

All Communications for Membership etc. to
MR. P. M. HODGSON,
Hon. Secretary,
Bank of China Building.

DOUGLAS. That Good Cycle!

TO ARRIVE SHORTLY

Alex. Ross & Co. (China), Limited.
Bank of China Building.

Could You Save It?

If your car caught fire, could you save it?

Allow the **CANBEC** Fire Extinguisher to solve the problem for you.

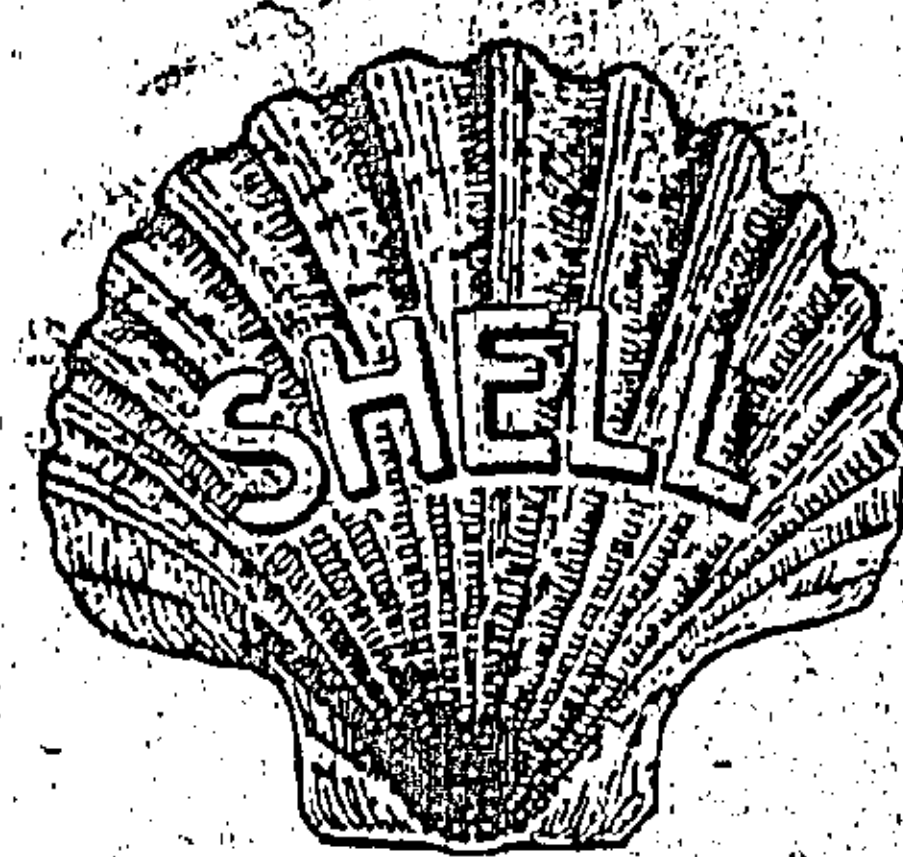


Weights only 6 lbs. and is the ideal form of protection for motor cars and motor boats etc.

Demonstration any time.

STOCKS CARRIED
— by —
SHEWAN TOMES & CO.
Tel. C. 781. Import Dept.

MADRID-MANILA SPANISH FLIGHT SUCCESSFULLY CONCLUDED ON



AVIATION SPIRIT and LUBRICATING OIL
The following telegram was despatched from Manila to The Asiatic Petroleum Co., Ltd. London:—

"Arrived Manila from Madrid safely completing 17800 Kilometre and wish congratulate you upon superior quality of Shell Petrol and Oil which never failed under most difficult conditions and upon efficiency of organisation supplied us all along the route.—Loriga and Gallarza."

Three Supreme Products

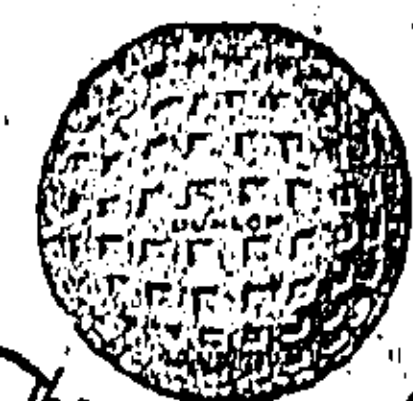
OF THE
DUNLOP
RUBBER CO.

IN the realm of sport Dunlop stands supreme. In motoring, Dunlop Tyres have always led the world and Dunlop Cord Tyres are supreme to-day. No other tyre, whether British or foreign, have the same record of achievement as Dunlop.

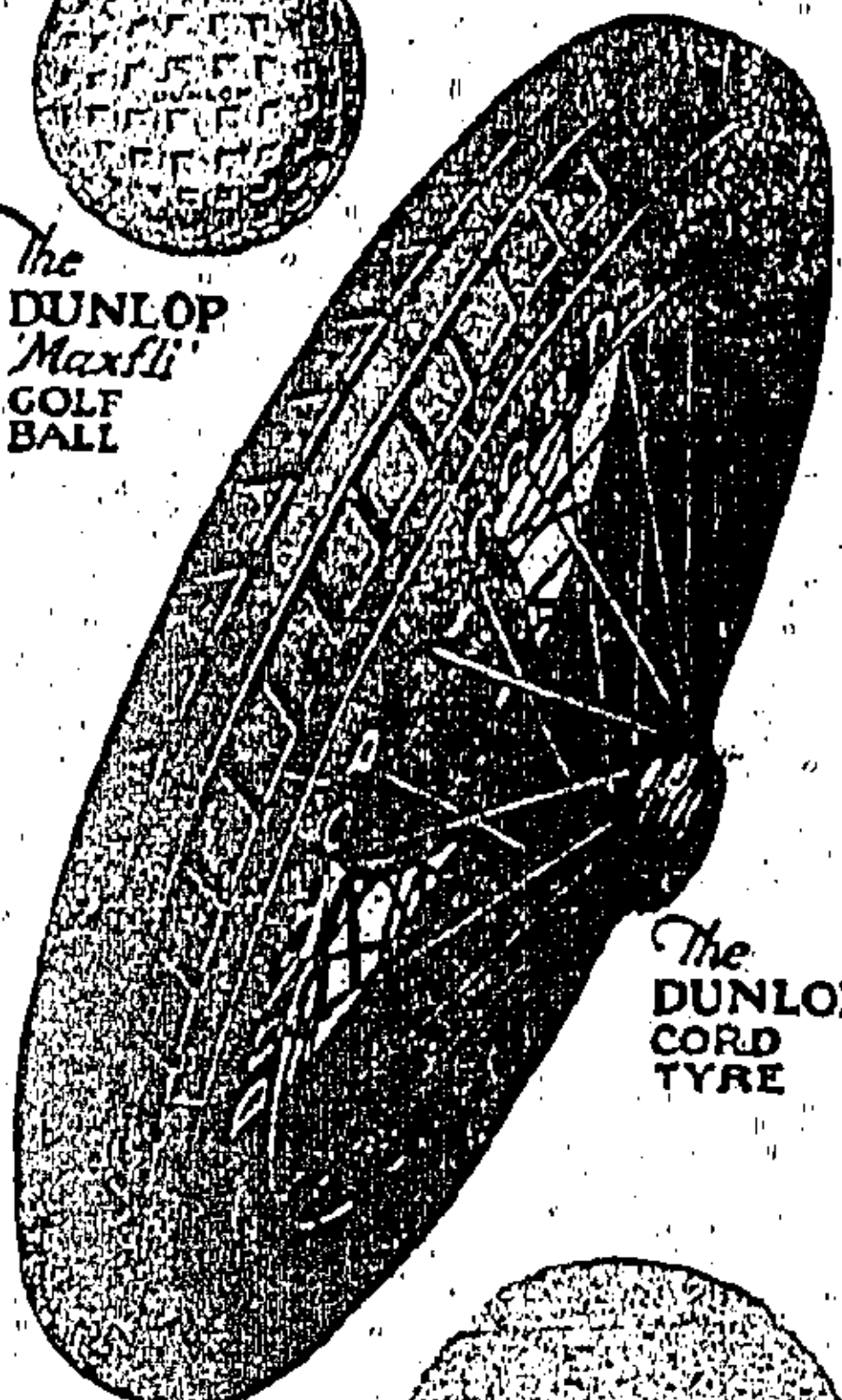
In Golf, the Dunlop Maxfli Ball is now recognised as the champion ball. It is played by practically all the greatest golfers—a sufficient testimony to its value.

In Tennis, the Dunlop Tennis Ball has already jumped right into first place and has been officially authorised. Its peculiar advantages, possessed by no other ball, have made it necessary to every player who wants to improve his or her game.

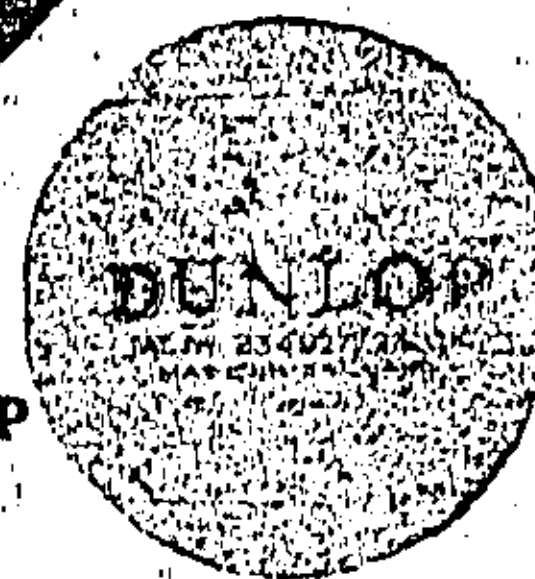
Success and satisfaction in motoring, in golf and in tennis means Dunlop.



The DUNLOP Maxfli GOLF BALL



The DUNLOP CORD TYRE

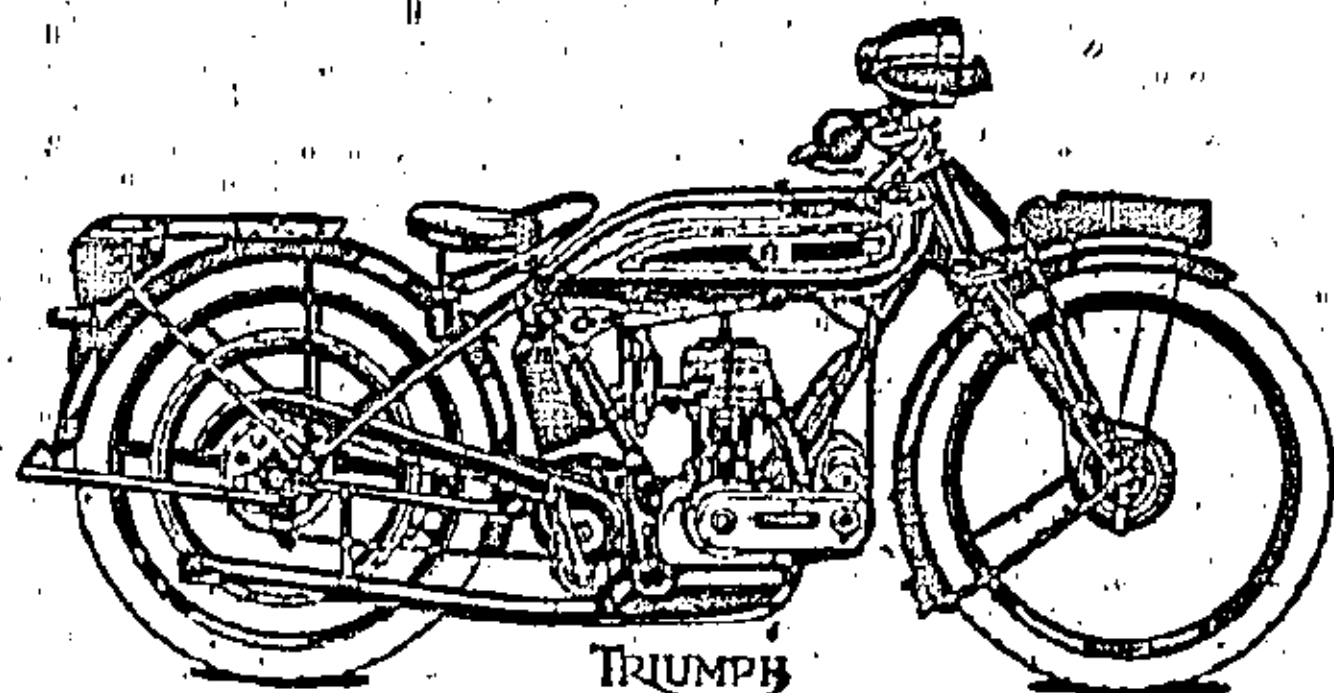


The DUNLOP LAWN TENNIS BALL

Local Branch Office:
16a, Des Voeux Road
Tel. C. 4554.

Distributors:
HONGKONG HOTEL GARAGE.
Tel. C. 4759.

TRIUMPH



TRIUMPH
404 Type B
Automatic Drive

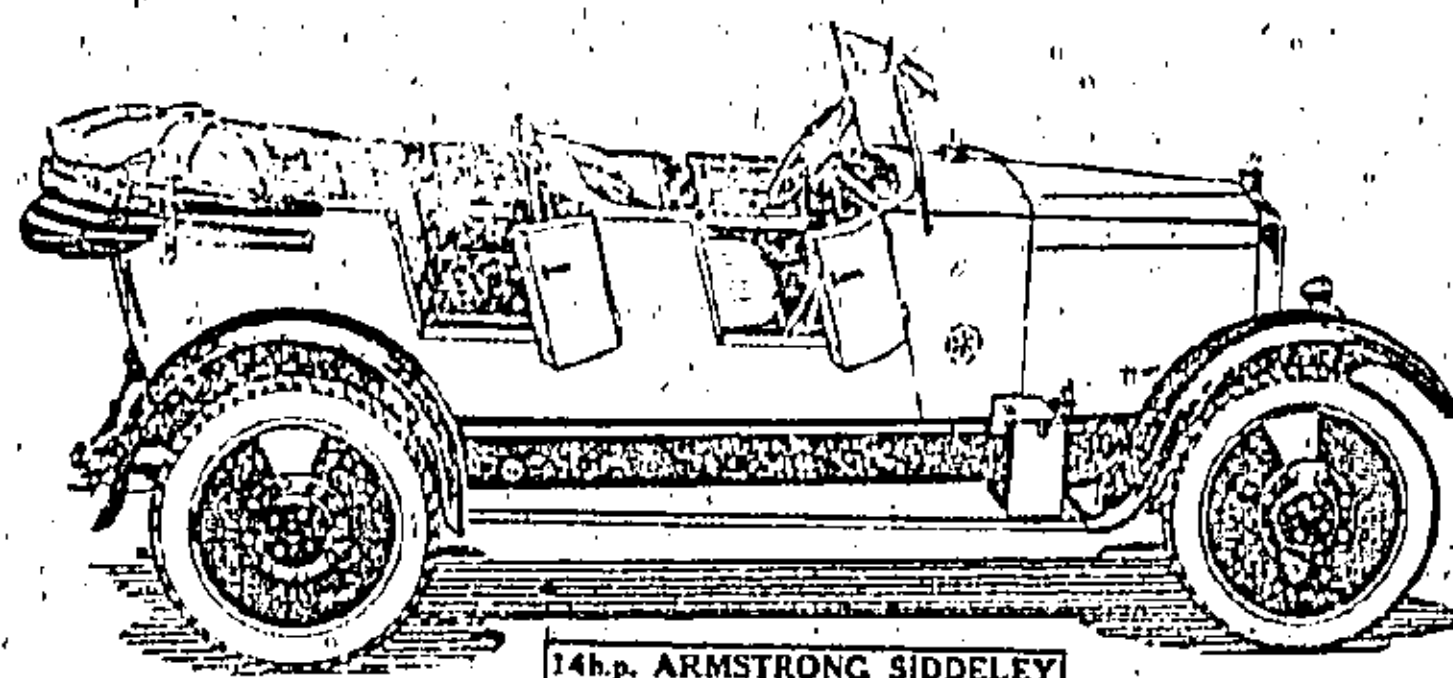
Stock Carried.

Salesroom at 1a, Chater Road, open every day (Sundays excepted) until 5 p.m.

Alex. Ross & Co. (China), Ltd.

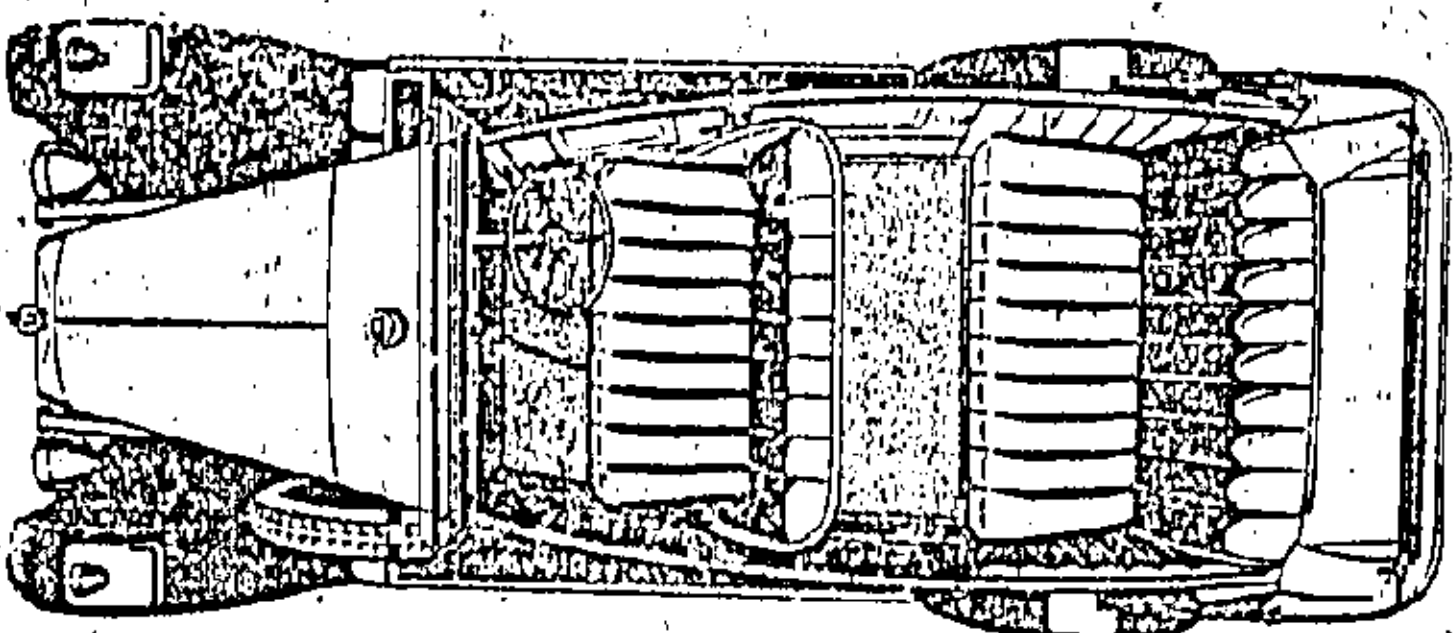
Bank of China Building and 1A, Chater Road.

ARMSTRONG SIDDELEY



14hp. ARMSTRONG SIDDELEY
with four-wheel Sandown Body.

There is no craning of straining, for the driver has a natural and commanding view of the road. The controls are conveniently set and the seats fit the figure and provide support just where it is needed.



14hp. ARMSTRONG SIDDELEY
with fire-water, Caterpillar Body.

The fourteen has been on the market for several years, and while its character remains unchanged, its details have been improved. Consequently you benefit by our experience and need not experiment.

DISTRIBUTORS FOR SOUTH CHINA

THE HONGKONG HOTEL GARAGE.

(The Hongkong & Shanghai Hotels, Ltd.)

Show & Sales Rooms—25, Queen's Road Central
Telephone Central 4759.

SAFER NIGHT DRIVING.

The ease, comfort and safety of night motoring depend largely on the headlamp equipment.

Osram standard automobile lamp bulbs are dependable under all conditions of night driving, and are suitable for every class of motor vehicle. They can be used with any type of headlamp, a variety of special fittings being available to meet all requirements. There are Osram automobile lamp bulbs also for side, tail, dash, roof and spot lighting.

Filament strength is a leading feature of these bulbs. Proof of this was afforded in the 100 miles reliability trials at Brooklands in 1925. Under severe running

conditions Osram Automobile Lamp bulbs were fitted to five cars competing over an extremely rough course, reaching at times a speed of 70 m.p.h. Every bulb was intact after this gruelling test.

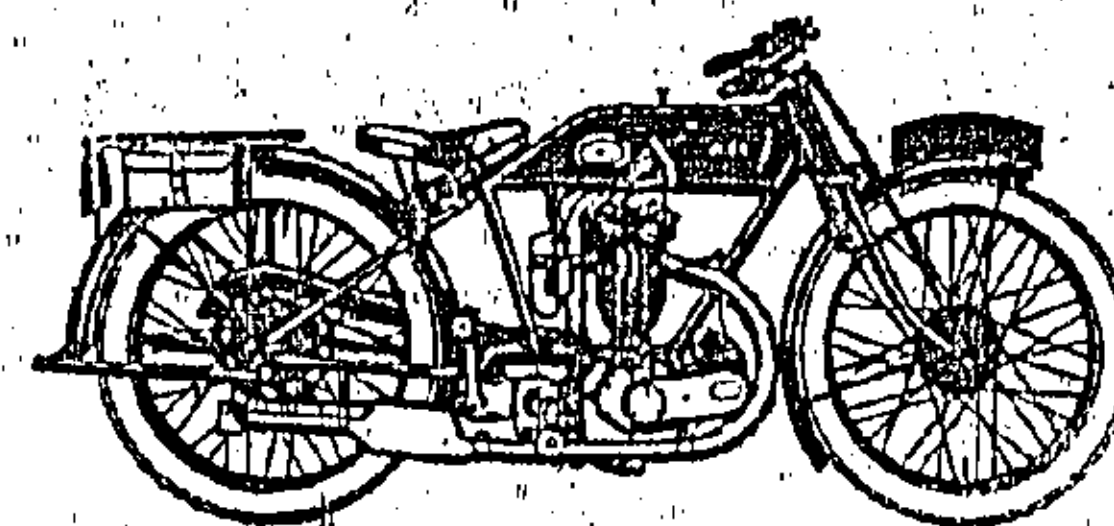
Similarly a correspondent, in a letter to the General Electric Co., Ltd., states that, despite a bad crash which smashed his headlamps and radiator the Osram bulbs lit up as brightly as ever when switched on.

An all-important factor in securing a good, safe driving light is accurate focussing. This is an easy matter when using Osram bulbs, as the filaments are all accurately located within the limits laid down by the S.M.M.T.; all standard British headlight lamps (and many of foreign

SEEK MOTOR CONTROL.

Business and political representatives of New Jersey, Pennsylvania and New York are urging Congress to give State utilities bodies the power to regulate commercial motor vehicles through the interstate tunnel under the Hudson River and over the interstate bridge across the Delaware River.

manufacture) are likewise made to these limits, with the result that very little focussing is necessary when fitting in a British headlamp.



A. J. S.

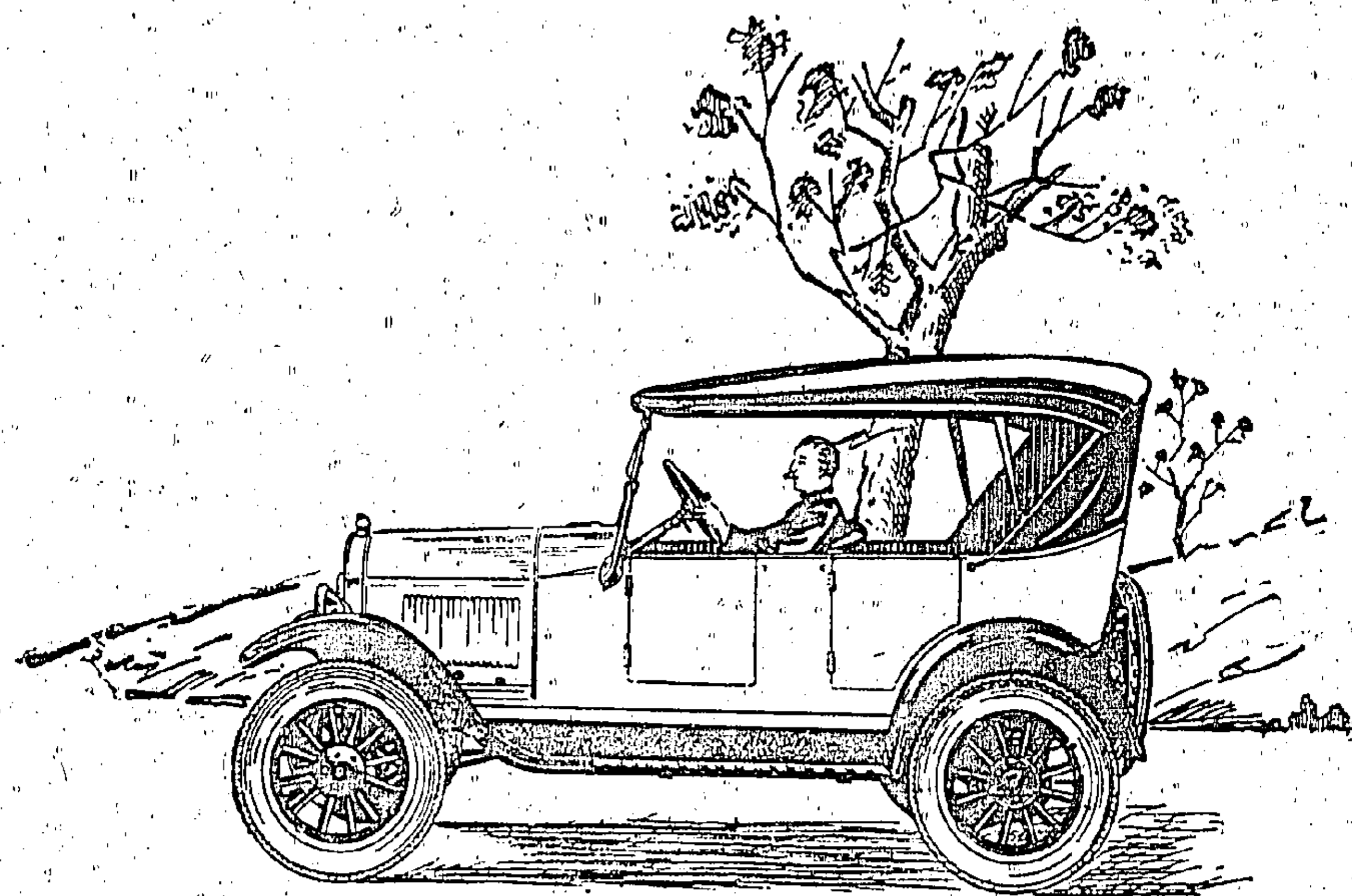
Stock Carried.

Salesroom at 1a, Chater Road, open every day (Sundays excepted) until 5 p.m.

ALEX. ROSS & CO. (CHINA), LTD.

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BEAUTY ~ COMFORT



Costs Less to Buy And Less to Keep

Not only is the first cost price of a Ford car exceptionally low, but no other car costs so little for upkeep and repairs. Because of the planetary transmission system the gears are always in mesh, preventing the possibility of stripping. The transmission, therefore, stands harder abuse and there are no costly replacements. Ford economy methods alone make it possible to build this superior transmission into Ford cars and yet keep Ford prices the lowest ever offered. The Ford is not only a car to be proud of, it is a car you can easily afford to own and operate.

THE TOURING CAR

Price, with demountables,

Delivered in Kowloon,

H.K. \$965.00.

Self-Starter H.K. \$125.00

SEE THE NEW MODELS AT OUR SHOWROOM

ANDREW HARPER

Chatham Road, Hung Hom, Kowloon, 6, Queen's Road Central

HONGKONG.

Telephone: C. 4895 and K. 1216

Ford Motor Company
Detroit, U.S.A.

CONVENIENCE ~ UTILITY

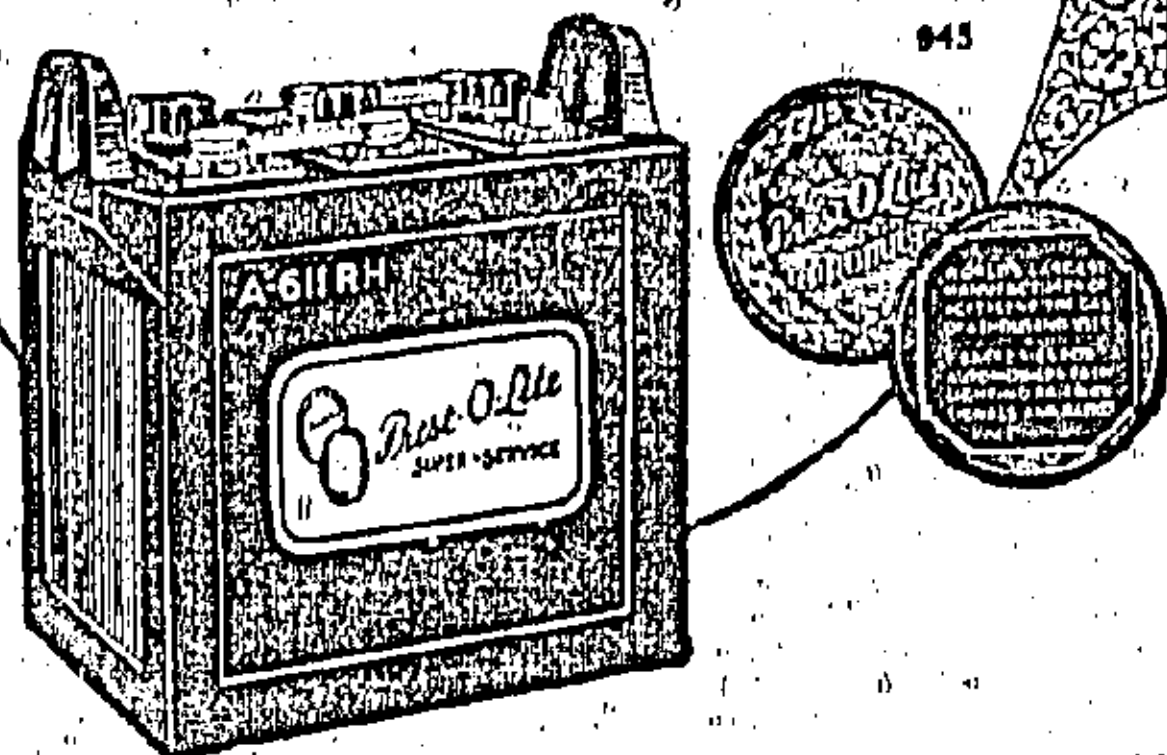
Prest-O-Lite Battery

PREST-O-LITE Super Service storage batteries are all that the name implies. Exceptionally powerful and long lasting, they are made of the best materials that can be assembled.

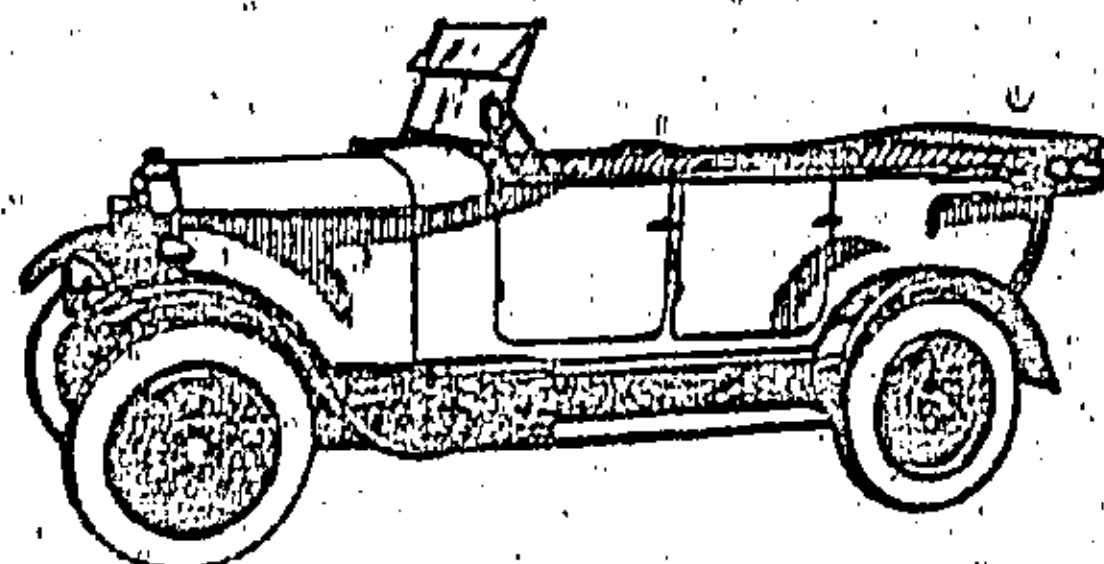
The separators in this battery are made of especially selected and treated cedar—for high porosity, reinforced with hard rubber strips—for strength and durability. Other features of construction combine to make it the most powerful and lasting battery that has yet been devised.

Prest-O-Lite Super Service Batteries will give you far greater satisfaction and prove much more economical than any other battery you ever used.

THE HONGKONG HOTEL GARAGE,
Show, Rooms and Sales—25,
Queen's Road, Central.

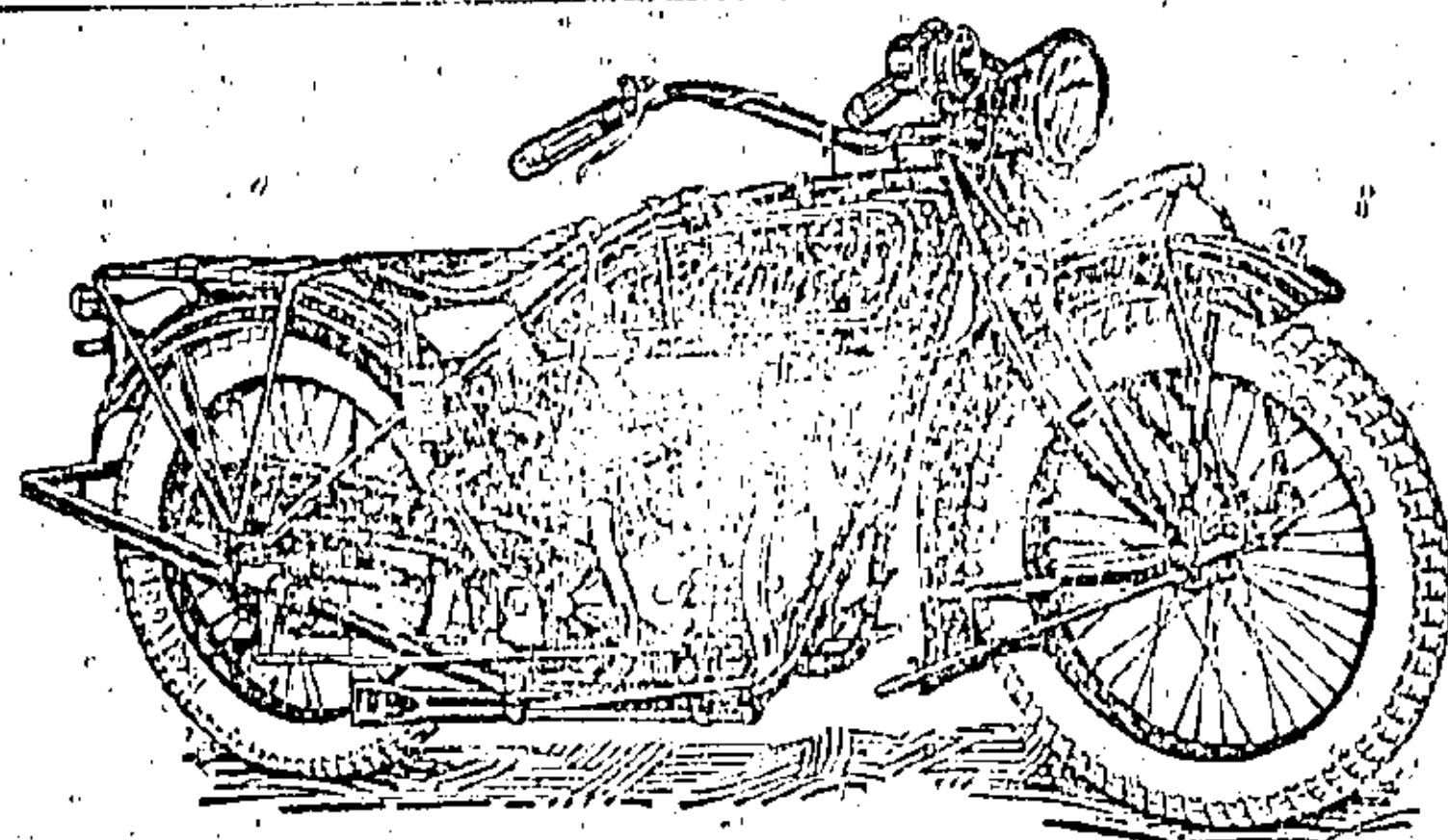


Specially Geared for Hongkong



FOUR SEATER "DE LUXE"
£265.0.0.

For Full Specification and Particulars apply to—
GILMAN & CO., LTD.
HONGKONG BANK BUILDING.



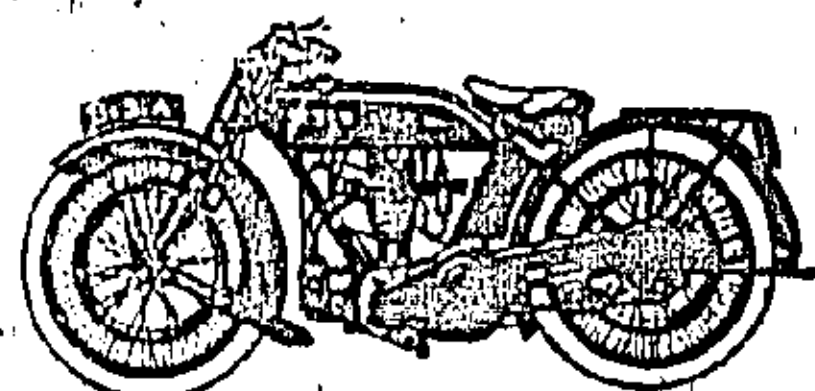
INDIAN

Stock Carried.

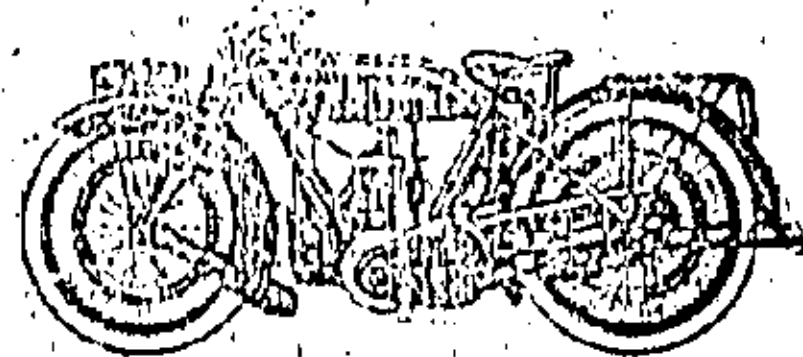
Salesroom at 1A, Chater Road, open every day (Sundays excepted) until 5 p.m.

ALEX. ROSS & CO. (China), LTD.
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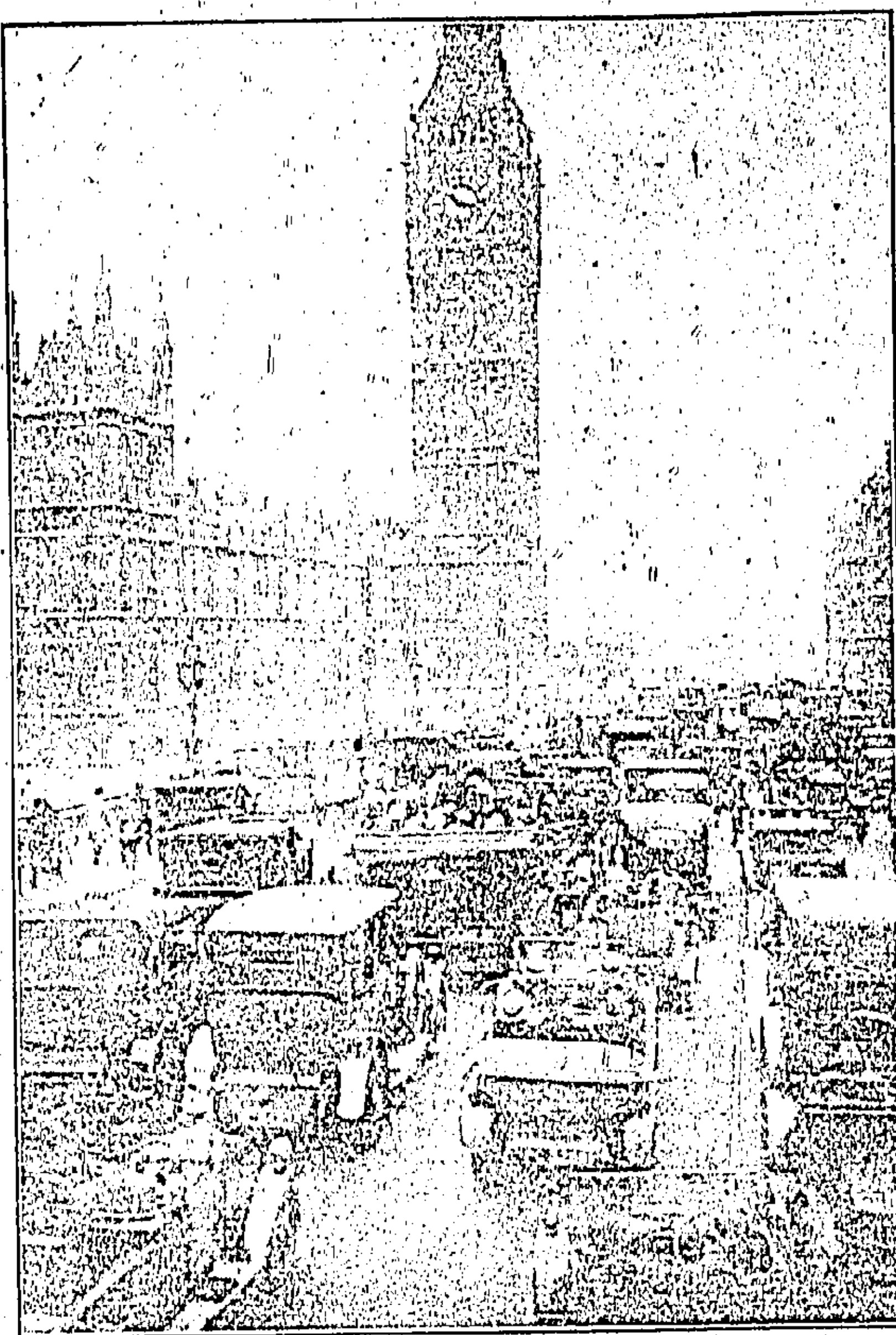
Famous For Reliability
and Economy



Full Particulars from the
Sole Agents:

THE SINCERE CO.

THE GREAT GENERAL STRIKE



The sight of a fire engine or fire escape dashing through the streets of London, with the way made clear, is always a familiar sight. In the great strike, however, the fire escape seen on the right found itself included in this amazing piece of traffic congestion at Westminster Bridge, where private vehicles crowded the road. The House of Commons is seen in the picture.

UNPLEASANT QUERY

GARAGE OWNER'S WAY WITH DEFAULTER.

By Captain E. de Normanville in the *Daily Chronicle*:

A somewhat unpleasant query from a reader raises a subject upon which a good deal of misapprehension exists.

This particular reader had let his garage, petrol and oil bill extend to such unfortunate extent that on calling for his car at the week-end the garage proprietor refused to let him take it out—unless he paid the bill. Faced with the annoying alternative, he said:

So far as the law is concerned, the garage proprietor either wilfully or unknowingly, ran a bluff—which in this instance came off.

But if the motorist had still refused to pay his bill, and the garage proprietor had still refused to let the car go—the law would have been with the motorist.

For such a debt the legal procedure is to sue in the ordinary way. There is no right of lien in such a case, and the garage proprietor must let the car go, even if he feels that he is concurrently letting his account go.

THE DIVIDING LINE.

But in this respect, as in all other things, circumstances alter cases.

If the bill, or part of the bill, was for repairs, or work involving actual improvement to the car, and those repairs were done in the garage proprietor's own repair premises, then he could legally demand such money before parting with the car.

If the repairs were done at the roadside, or even in a lock-up garage belonging to the repairer, but rented by the motorist, then no legal claim for payment before taking the car could be maintained.

And that state of affairs would still hold good if the car had to be driven through the repairer's general premises in order to get on to a public highway.

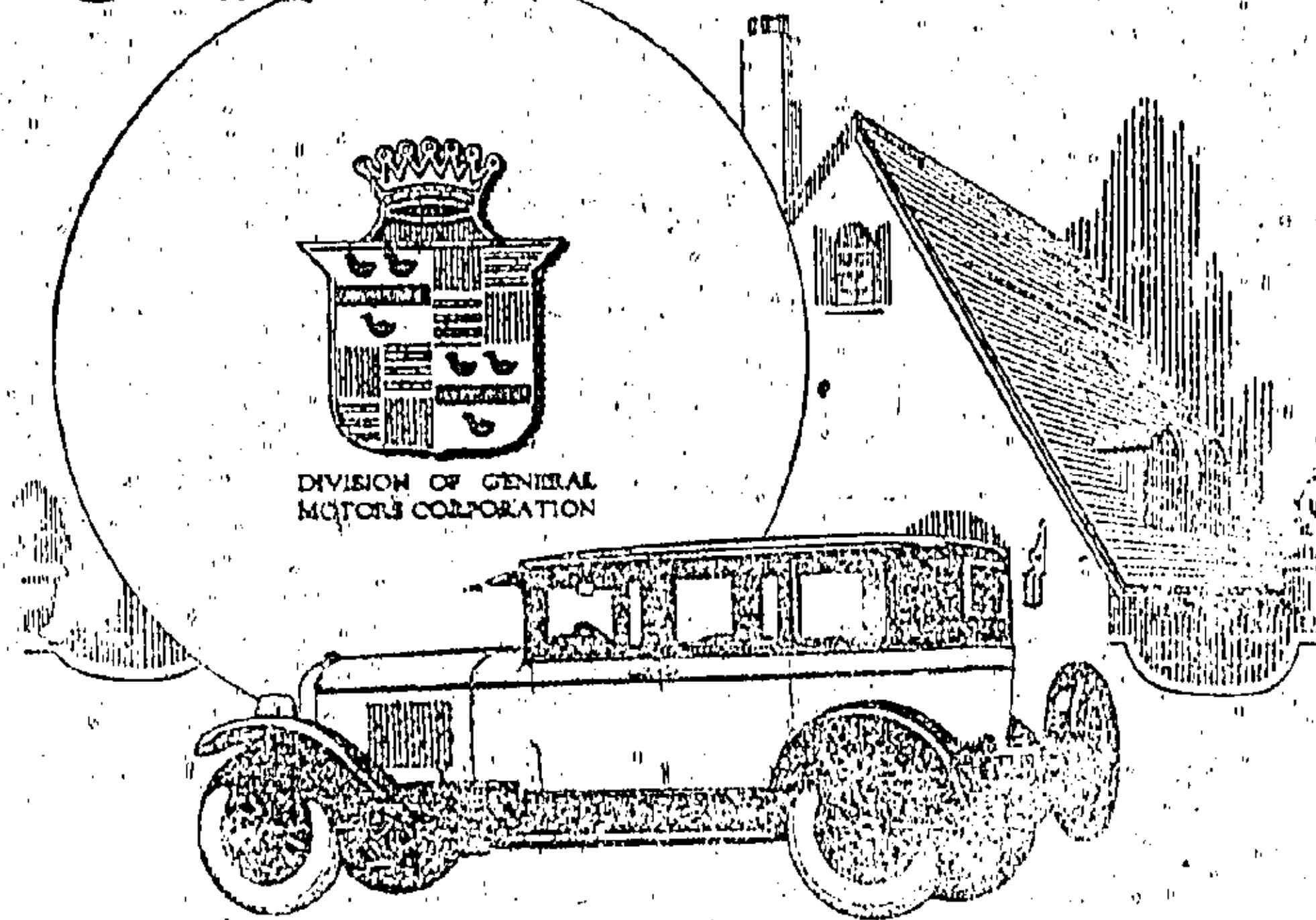
In the average car maintenance agreements the law is very similar. That is to say, replacing a worn part does not count as "improving" the car. The legal comparison is made with the original state of the car, so that such a repair is not a legal "improvement"; and consequently no lien can be substantiated.

PLAN WIDER ROADS.

Highway users of northern Illinois have pledged support to a new \$12,000,000 programme for widening to 40 feet every main road pavement leading into Chicago.

Gutenberg printed 300 copies of the Bible—the first book made from movable type—but only four complete copies are in existence to-day.

NEW NINETY DEGREE CADILLAC



The clear-cut superiority of the new 90-degree eight-cylinder Cadillac over anything in the fine car field is responsible for its extraordinary sales success.

Ever since the day the first new 90-degree Cadillac was shown, the demand for it has been growing greater. Not in a few sections; or in a few cities, but all over America.

There is every reason why this

should be so. Here you find luxury and elegance carried to the utmost point. Here you find power so smooth that riding is almost like a flight in the air. Here is ease of handling perfected.

Truly this new 90-degree Cadillac is without a peer—quite the finest thing Cadillac has ever done, and as such it stands head and shoulders above comparison.

Prices range from \$2905 for the Brougham to \$4285 for the Custom Imperial. F.O.B. Detroit. Tax to be added.

THE HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS, LTD.)

Car Sales & Accessories Service & Replacement Parts
Phone Central 4759. Phone Central 4602.



Buick is the only car with the sealed chassis and the triple-sealed engine

No other car, regardless of price, accomplishes the completeness of protection for operating parts now found in the Better Buick.

Dirt causes wear! So Buick has sealed all its operating units behind iron or steel housings. This is the famous "Sealed Chassis." It keeps dirt and wear out, lubrication in!

And in addition, every bit of air, oil and gasoline used by the engine now is cleaned! Air cleaner, gasoline filter and oil filter are now added to Buick's famous protection against wear. This is the "Triple-Sealed Engine!"

You cannot find the same completeness of protection on other motor cars. Look for it before you buy. It means long life and reduced upkeep.

The Hongkong and Kowloon
Taxicab Company, Limited.

33-35, Des Voeux Road ... Tel. C. 1030.

the Better Buick

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
KIDDERPORE	5,334	21st June	S'pore, Penang Colombo and Bombay
MANTUA	10,902	26th June	Marseilles & London
JEYPORE	8,318	5th July	S'pore, P'ang C'bo & B'bay
KARMALA	9,128	10th July	M'les, London & Antwerp
PADUA	5,907	15th July	Marseilles Rotterdam London & Antwerp
KASHMIR	8,985	22nd July	S'pore, P'ang C'bo & B'bay
RANPURA	16,585	24th July	Marseilles & London
DELTA	8,097	7th Aug.	M'les, London & Antwerp
MACDONIA	1,089	21st Aug.	Marseilles & London
KALYAN	9,144	4th Sept.	M'les, London & Antwerp
MALWA	10,941	11th Sept.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyraeus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKADA	6,949	15 June 2 p.m.	S'pore, Penang & Calcutta
SANTHA	7,764	6th July	S'pore, Penang & Calcutta
TILAWA	10,006	12th July	S'pore, Penang & Calcutta
TALAMBA	8,018	19th July	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	29th June	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	30th July	Island, Townsville, B'bang.
TANDA	6,956	27th Aug.	S'pore and Melbourne.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hio, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports on route as indicated on offers.

Frequent connections from Australia with the following:
The "Union S.S. Co." Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

SANTHA	7,754	17th June	Moji, & Kobe
TILAWA	10,006	22nd June	Shanghai, Moji & Kobe
KASHMIR	8,985	25th June	Shanghai, Tsingtau, Weihaiwei & Kobe
TALAMBA	8,018	28th June	Kobe & Yokohama
SHIRALA	7,841	1st July	Moji Kobe & Yoko

All dates are approximate and subject to alteration without notice.

Parcels Measuring not more than 21 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.

AUSTRALIAN-ORIENTAL LINE, LTD.**"Changte" & "Taiping."**

THESE NEW VESSELS MAINTAIN REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS. VIA MANILA, ZAMBOANGA, PORT BANGA AND THURSDAY ISLAND.

Through Bill of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SALES HENCE ON OR ABOUT
CHANGTE	14th June	18th June noon.
TAIPING	13th July	17th July
CHANGTE	10th August	14th August
TAIPING	11th September	16th September

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE, Agents.**

BOSTON, NEW YORK & BALTIMORE.**Joint Service of the "BLUE FUNNEL LINE"**

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

S.S. "CITY OF CANTON"	via Suez Canal	18th June.
S.S. "COLORADO"	via Suez Canal	2nd July.
S.S. "LAOMEDON"	via Suez Canal	16th July.
S.S. "CITY OF BEDFORD"	via Suez Canal	30th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.

For Freight and particulars apply to—
BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON JARDINE MATHESON & Co. Ltd., CANTON.

HOLLAND EAST ASIA LINE

OF THE United Netherlands Navigation Company



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals From Europe.

S.S. GEMMA	28th June.
S.S. ZOSMA	26th July.
S.S. OOSTERK	23rd August.

Sailings for Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg and Bremen.

S.S. ALDEBARAN	4th July.
S.S. OLDEKERK	10th July.
S.S. GEMMA	7th August.

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to
JAVA-CHINA-JAPAN LINE.

Tel. Central No. 1574. Agents, York Building

**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	Tuesday, 15th June
KOREA MARU	Tuesday, 29th June
SHINYO MARU	Tuesday, 29th June
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama	Tuesday, 17th July
RUKUYO MARU	Tuesday, 25th Aug.
GINYO MARU	Tuesday, 25th Aug.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.	Saturday, 19th June
KATORI MARU	Saturday, 19th June
ATSUTA MARU	Saturday, 3rd July
SYDNEY & MELBOURNE via Manila & Ports.	Wednesday, 23rd June at 11 a.m.
TANGO MARU	Wednesday, 21st July
AKI MARU	Wednesday, 21st July
NEW YORK and/or BOSTON via PANAMA.	Sunday, 20th June
TOYAMA MARU	Sunday, 20th June
BUENOS AIRES via Singapore, Durban & Cape Town.	Wednesday, 7th July
KAWACHI MARU	Wednesday, 7th July
BOMBAY via Singapore & Colombo.	Wednesday, 16th June
SYDNEY MARU	Tuesday, 29th June
TOYOOKA MARU	Tuesday, 29th June
CALCUTTA via Singapore, Penang & Rangoon.	Sunday, 20th June
PENANG MARU	Sunday, 20th June
SOURABAYA via Batavia, Cheribon & Samarang	Thursday 18th July
RANGOON MARU	Thursday 18th July
NAGASAKI, KOBE & YOKOHAMA.	Saturday, 19th June
AKI MARU	Saturday, 19th June
SHANGHAI, KOBE & YOKOHAMA.	Monday, 14th June
HAKONE MARU	Tuesday, 22nd June
HAKATA MARU	Thursday, 24th June
AKITA MARU	Monday, 28th June
SUWA MARU	Monday, 28th June

For further information apply to—
Tel. Central Nos. 292, 293 & 2422.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "DACRE CASTLE" on or about 19th June.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (RIONE).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI VENICE OR TRIESTE.

"A" Class	"B" Class
£72. 10. 0d.	£66. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "VENEZIA" 5th July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "ESQUILINO" Sails about 30th June.

S.S. "VENEZIA" Sails about 31st July.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

S.S. "UMSINGA" Sails from Calcutta 31st July.

Via Rangoon & Colombo

Sails from Calcutta

Via Rangoon & Colombo

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

**SERVICES CONTRACTUELS.**

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at H'g and Sailing for S'hai & Japan	Prob. Sailing from H'g for M'les.
ANGKOR	21st May	22nd June	6th July.
PORTHOS	22nd June	20th July	3rd Aug.
ANDRE LEBON	4th June	6th July	17th Aug.
PAUL LECAT	8th June	20th July	31st Aug.
Gal METZINGER	2nd July	3rd Aug.	14th Sept.
FONTAINEBLEAU	16th July	17th Aug.	
AMAZONE			

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A Class 1st Class £99.0.0 B Class 1st Class £85.0.0
Steamers 2nd Class £70.0.0 Steamers 2nd Class £61.0.0

Through Tickets to London and Landing Towns of Europe

Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BEATS)

S.S. YALOU from Dunkirk, L'on, Havre is due to arrive about 21st June.

For full particulars apply to
Messageries Maritimes Co., 3, Queen's Building.

Phone: Central 740

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT Co., LTD., AND THE CHINA NAVIGATION Co., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays Excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

On Sunday 13th Instant s.s. "KINSHAN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF CANTON" via Suez Canal From H'kong 13th June.

S.S. "COLORADO" via Suez Canal From H'kong 2nd July.

BOSTON & NEW YORK**AMERICAN & ORIENTAL LINE SERVICE**

(Andrew Weir & Co., London)

Sailing From Hongkong.

M.V. "WEIRBANK" via Suez Canal 30th July.

AMERICAN & ORIENTAL LINE**UNITED KINGDOM & CONTINENT****"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. Co., LTD.)

For Marseilles, London & Havre, From Hongkong.

S.S. "CITY OF GLASGOW" 23rd June.

For Marseilles, London, Hamburg & Havre From Hongkong.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA**ORIENTAL AFRICAN LINE**

S.S. "STEAMER" From Hongkong July, August.

Loading for Mauritius, Delagoa Bay, Durban East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown

Through Bills of Lading issued to Beria, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Wa vis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malayan" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa, Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to—

THE BANK LINE LTD.

Telephone C. 4791.

COMPANIA TRANSATLANTICA DE BARCELONA.

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

C. LOPEZ-Y LOPEZ 5th July

YOKOHAMA, KOBE, MOJI & SHANGHAI.

C. LOPEZ-Y LOPEZ 20th June

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.

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Tel. 133 I Alexandra Buildings, Hongkong.

O. D. BARRETO Ltd., 28, Central Avenue, Canton.

GLEN AND SHIRE.**JOINT SERVICE OF STEAMERS.**

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel. Due Hongkong. Vessel. Leaves Hongkong.

CARNARVONSHIRE 13th June. CARNARVONSHIRE 20th July.

GLENSHIRE 19th June. L'on, R'dam & H'burg via Oran.

PEMBROKESHIRE 11th July.

GLENIFFER 22nd July.

GLENOGLE 5th August.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

Agents, The Glen Line, Ltd.

Telephone: Central No. 215, sub-no. 23, and 86962, and 86963.



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ROBERTSON'S ASBESTOS PROTECTED METAL
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Manufacturing

Crookes Glasses

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Bifocals.

Toric Lenses.

Sun Glasses.

37, Queen's Road, Central.

METALS

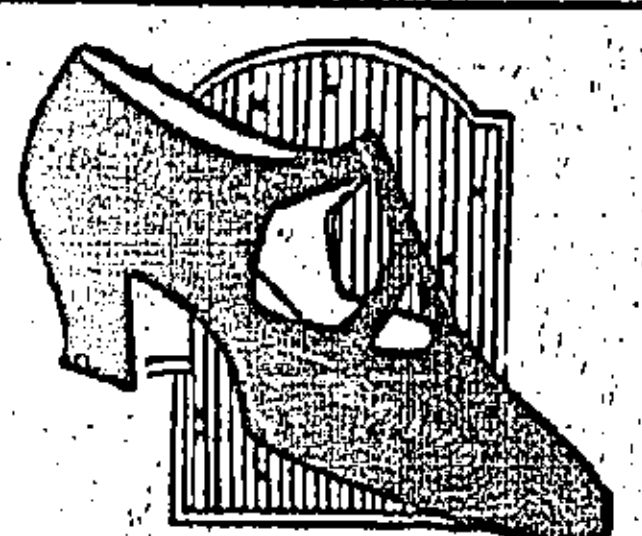
of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

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Japanese Shoe Expert.

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In Cask of 375 lbs. net.

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General Managers.

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DIAMOND MERCHANTS
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Houses in Tientsin, Paris
Shanghai, Hankow and
Peking.

Factory in La Chaux-de-
Fonds Switzerland.

Mrs. J. CRAWFORD.

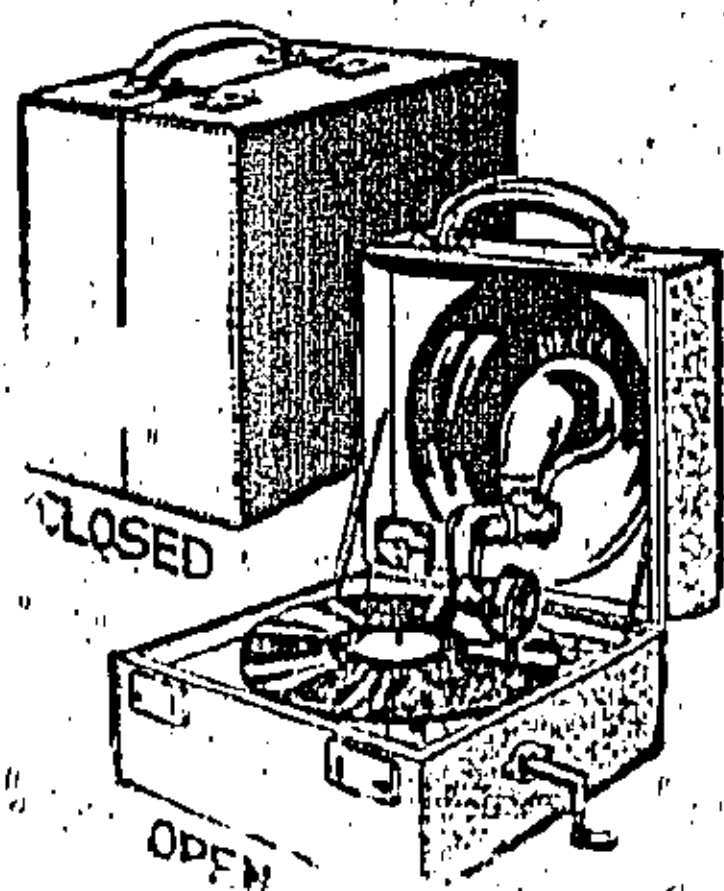
Massage Hall
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MRS. SEKAI

MASSAGE
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2, Duddell Street, Hongkong.

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THE INTERNATIONAL
CLEANERS.

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COUNT THE "TELEGRAPHS"
On The Kowloon Ferry

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HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
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AND

SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI"

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LIMITED**

In association with the Grand Hotel
Des Wagons Lits, Peking.

KOWLOON HOTEL

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each Floor.

Tel. K.608 & K.609 Cable address: KOWLOTEL, Hongkong.

Under the Personal Supervision and Management of
FRANK L. COOKE
Proprietor.

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CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING;
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
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SINGAPORE.**

Terms:—A la carte or Inclusive.

Telephone in every room.
After-dinner dancing every Tuesday,
Thursday and Saturday.

GRILL ROOM

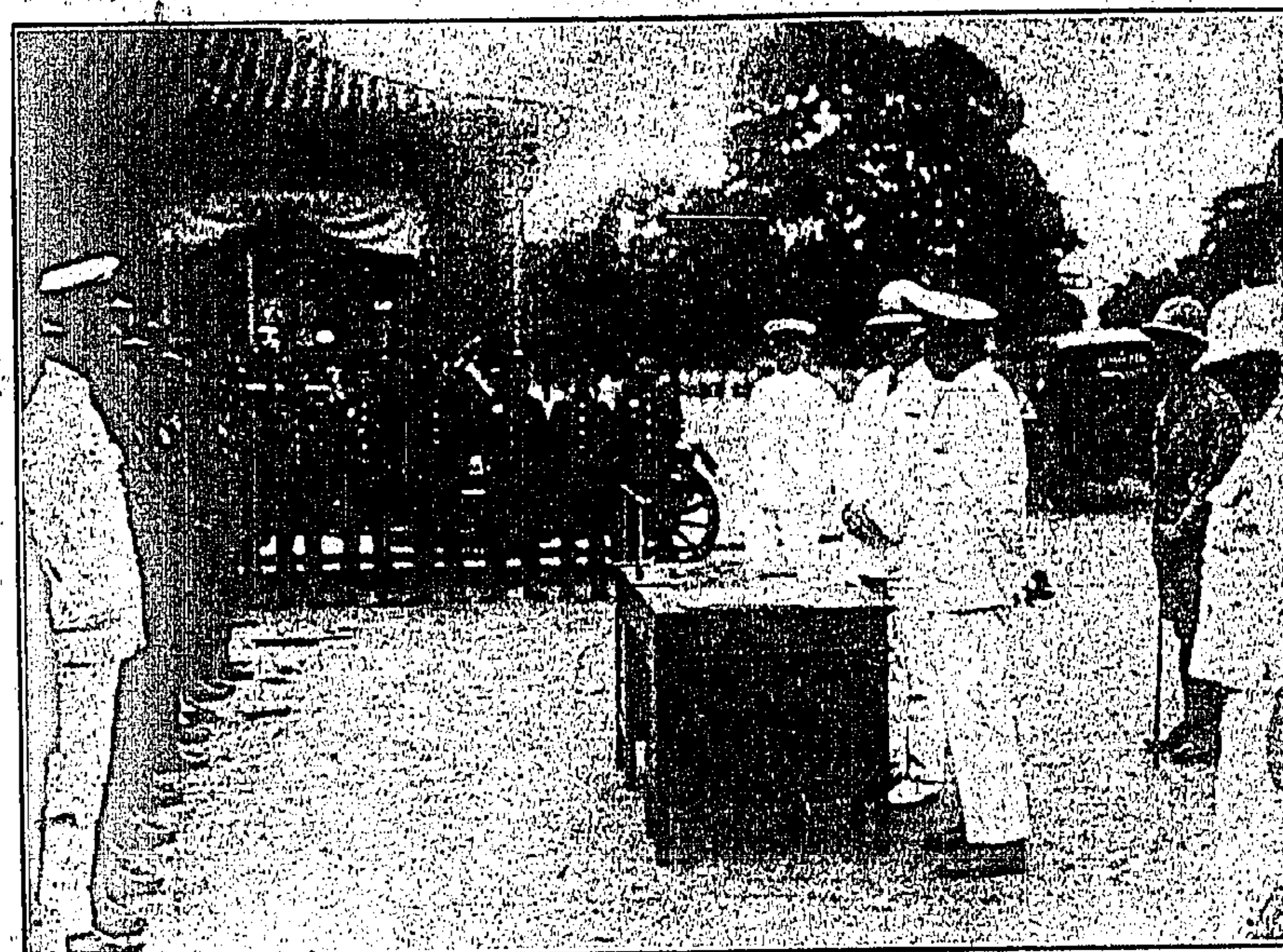
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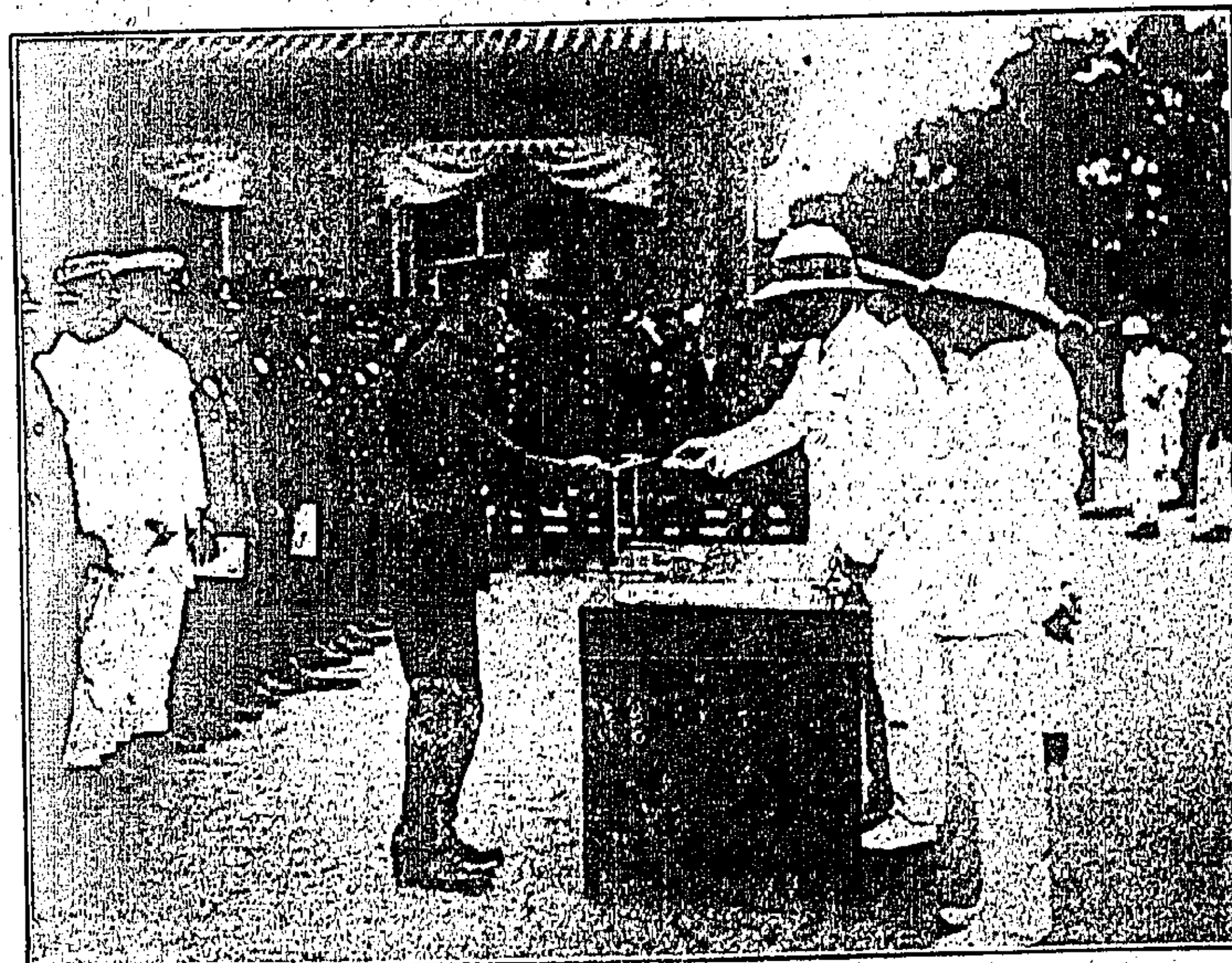
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INTERESTING LOCAL PICTURES.

Group taken at the wedding of Mr. W. A. Nowers and Miss Dorothy King, at St. John's Cathedral on Wednesday. (Photo: Ming Yuen).



Members of the Kowloon Fire Brigade are shown above drawn up for the presentation of St. John Ambulance certificates. (Photo: A. Fong Studio).



The Captain Superintendent of Police (Hon. Mr. E. D. C. Wolfe) is seen distributing Ambulance certificates to members of the Kowloon Fire Brigade. (Photo: A. Fong Studio).

BORAH'S GESTURE.**A "GOLIATH" LAID LOW.**

Washington, May 1.—Senator William Edgar Borah, for nineteen years the Goliath of the United States Senate, has at last been laid low. Curiously enough, his conqueror bears the name of David—Senator David A. Reed, of Pennsylvania.

So subtly that the American people had not sensed it, a Senate figure as securely seated as the Romanoffs and Hohenzollerns were on their thrones, is toppling. Senator Borah is paying the penalty dealt out to non-conformists since Adam and Eve caucused over the tariff wall on apples.

The Borah spell, long exerted over friends and enemies inside and outside Congress has been shattered. No longer does the White House limousine call for him so he may ride in state to the executive offices and there express his reasons for opposing Administration measures. President Co-

lidge no longer pays this deference to his sturdiest foe in the Republican Party.

Borah's majestic figure did not stride the stage of French debt deliberations as it did all previous settlements. For the first time in the funding of our foreign obligations, the Idahoan got his information on debt details in the newspapers the next day. This was a grievous slight, in view of his position as chairman of the Senate Foreign Relations Committee.

Differ as they may from the President on other matters, the "young old guard" of the Senate—Wadsworth, Reed, Edge and others—are squarely behind their party leader in his apparently studied neglect of their contrary colleague. They long ago inaugurated a campaign to exile their opponent to a political St. Helena. They take a grim satisfaction in observing Borah's loneliness and moody pacing of congressional corridors.

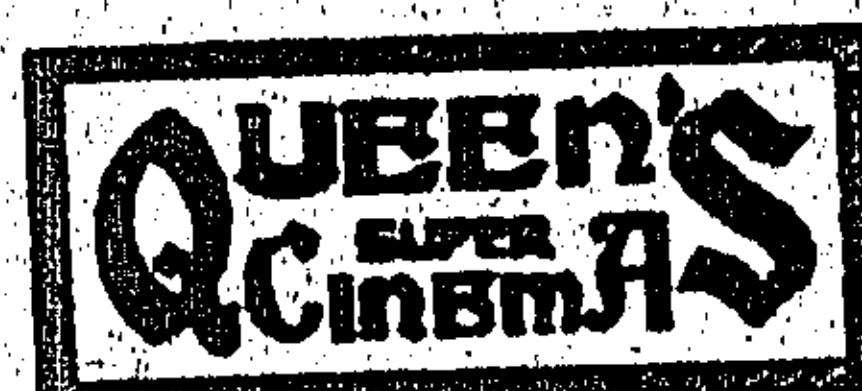
The Senate repudiated Borah's

stand on the World Court and the Italian debt ratification. Senator Reed held the Idahoan at bay in this over Mussolini's policy. Blood and smoke and cries of reason marked the Borah-Bruce debate on prohibition, but when the smoke had cleared away, the Maryland Senator's great knowledge of constitutional history easily disarmed his antagonist.

But just as a pebble stunned Goliath, so it was a parliamentary pebble hung from "Dave" Reed's hand that lowered Borah's reputation for independence and candor. Reed accepted Borah's challenge to prove that the latter never supported a "tabling motion," and showed that many a time the Idahoan had adopted a course contrary from that he expounded as ideal.

Borah's great gesture was halted in midair. It hurt. Lacking a sense of humour, he could not complete the gesture gracefully. He may try to finish it, but some other member of the "young old guard" will leap at him as viciously as Reed did. If they can prevent it, there will be no Napoleonic return of 100 days for Senator Borah.

There is, perhaps, no deep political plot behind all this—just human nature. The youngsters out and it pays to run with the are weary of Borah's reign and pack.

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